



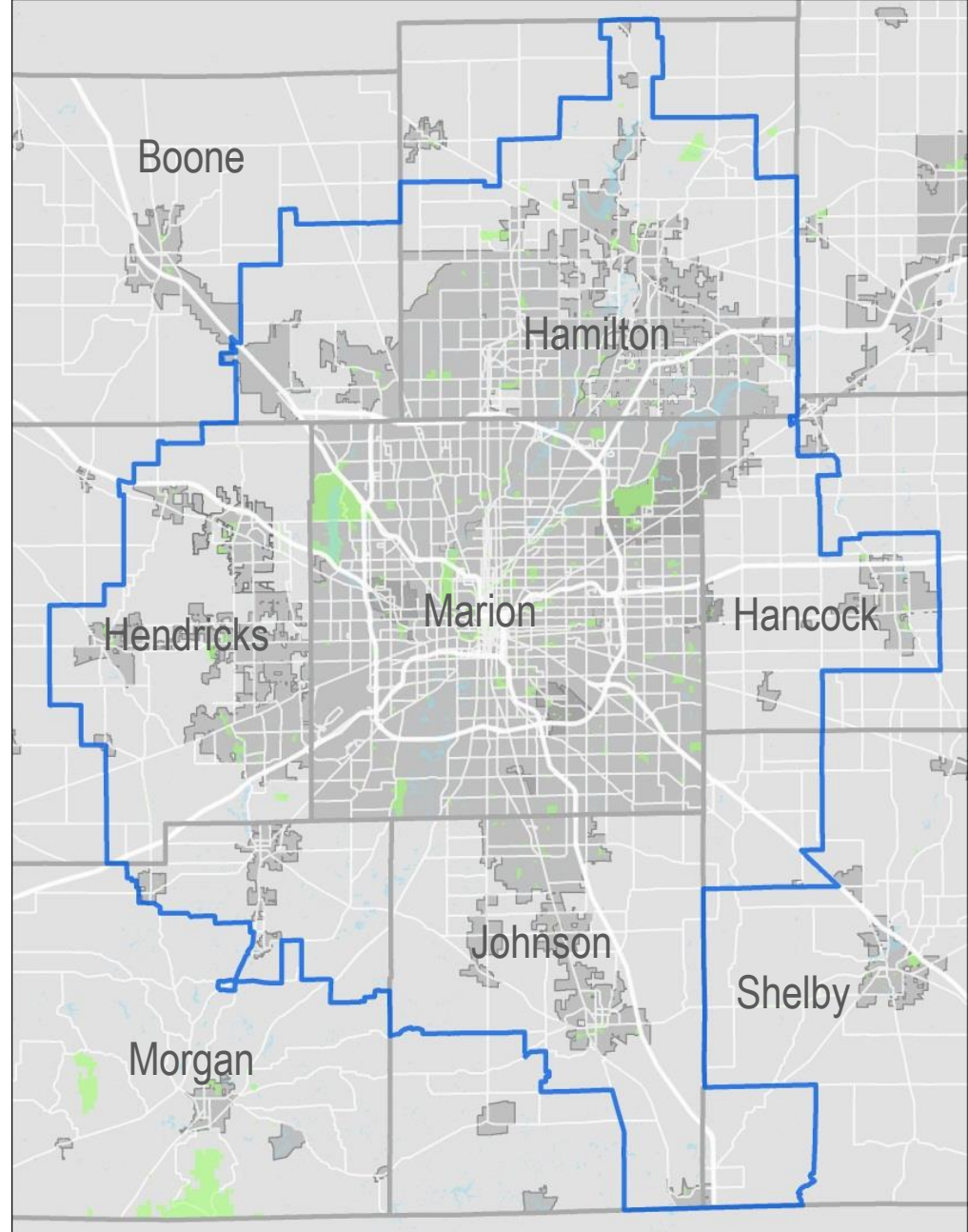
2015 CENTRAL INDIANA **REGIONAL BIKEWAYS PLAN**

2017 Purdue Road School



The Indianapolis Metropolitan Planning Organization (**MPO**) is the entity responsible for transportation planning within the Indianapolis Metropolitan Planning Area (MPA).

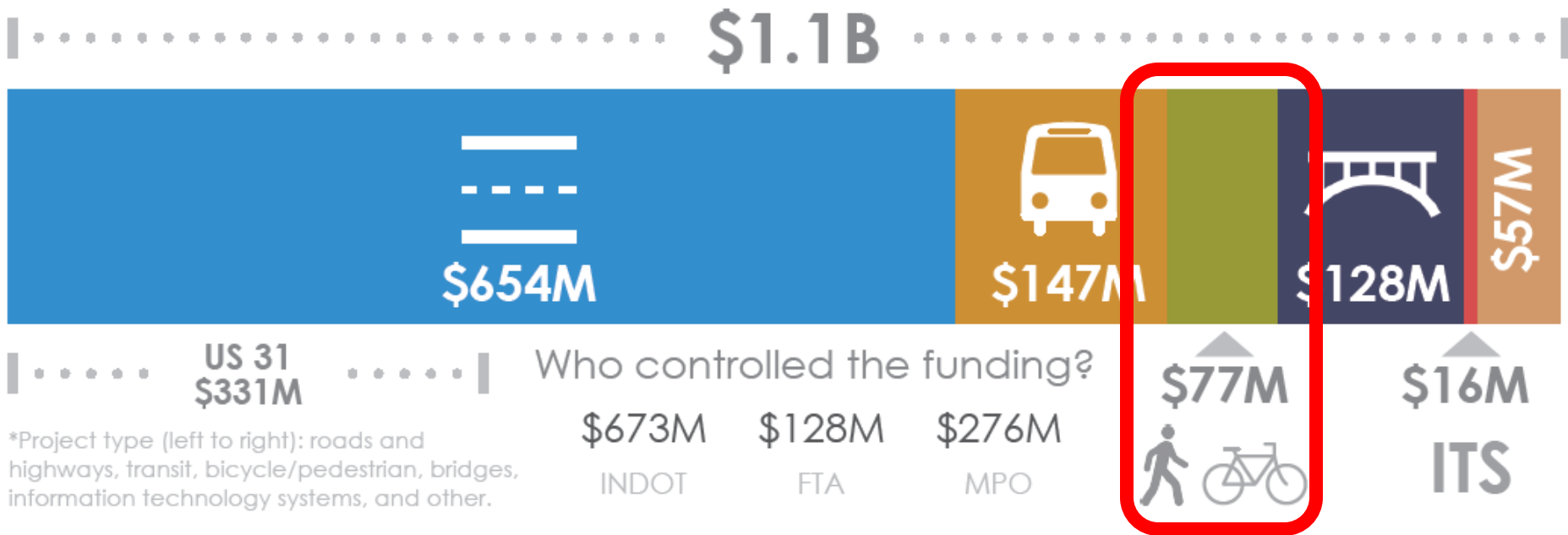
Federal dollars fund projects within the MPA.



Regional Infrastructure Investment

Federal Aid Dollars 2011-2015

Local governments, transit agencies, and the state have spent over 1 billion federal dollars since 2011.



CMAQ

Congestion
Mitigation and
Air Quality

\$7.9M

HSIP

Highway Safety
Improvement
Program

\$6.4M

TAP

Transportation
Alternatives
Program

\$2.5M

STP

Surface
Transportation
Program

\$29.2M

CMAQ

Congestion
Mitigation and
Air Quality

\$7.9M

HSIP

Highway Safety
Improvement
Program

\$6.4M

TAP

Transportation
Alternatives
Program

\$2.5M

STP

Surface
Transportation
Program

\$29.2M



✓ Eligible

✗ Competitive

(needs to remove auto trips)

CMAQ

Congestion
Mitigation and
Air Quality

\$7.9M

HSIP

Highway Safety
Improvement
Program

\$6.4M

TAP

Transportation
Alternatives
Program

\$2.5M

STP

Surface
Transportation
Program

\$29.2M



✓ Eligible

✗ Competitive

(intersection safety)

CMAQ

Congestion
Mitigation and
Air Quality

\$7.9M

HSIP

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Improvement
Program

\$6.4M

TAP

Transportation
Alternatives
Program

\$2.5M

STP

Surface
Transportation
Program

\$29.2M

✓ Eligible

✓ Competitive

(walkways, bikeways, safe
routes to school, etc.)



CMAQ

Congestion
Mitigation and
Air Quality

\$7.9M

HSIP

Highway Safety
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Program

\$6.4M

TAP

Transportation
Alternatives
Program

\$2.5M

STP

Surface
Transportation
Program

\$29.2M

✓ Eligible

? Competitive

(application geared
toward highway projects)



CMAQ

Congestion
Mitigation and
Air Quality

HSIP

Highway Safety
Improvement
Program

TAP

Transportation
Alternatives
Program

STP

Surface
Transportation
Program

Complete Streets

Road + Bike + Walk + Transit

Bikeways:

Any road, street, path, or way
which in some manner
is specifically designed for bicycle travel,
regardless of whether such facilities are designated for
the exclusive use of bicycles or
are to be shared with other transportation modes.



Trails: Are facilities that are fully separated from a road and not in a street right-of-way. Trails accommodate walking, cycling and sometimes rollerblading and horseback riding.



Side Paths: Are facilities that are separate from, but run along a roadway. Side paths often accommodate cycling and walking. (includes cycle tracks)



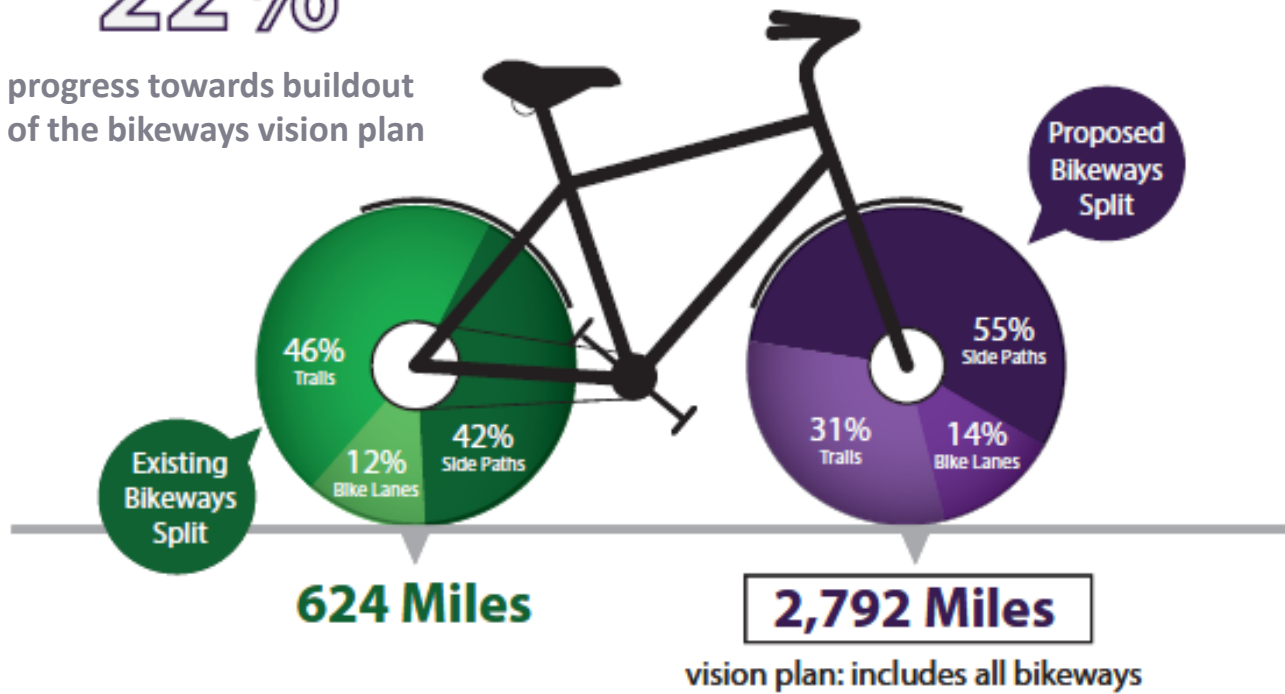
Bike Lanes: are bike-only facilities that are striped within a roadway. They are typically 4-5 feet wide and adjacent to motor vehicle lanes. (includes protected bike lanes)

Not included: sharrows & bicycle boulevards

Central Indiana has made

22%

progress towards buildout
of the bikeways vision plan



The region has a strong vision plan but
at current funding levels it would take
400 years to build all of it.

**What are our
priorities?**

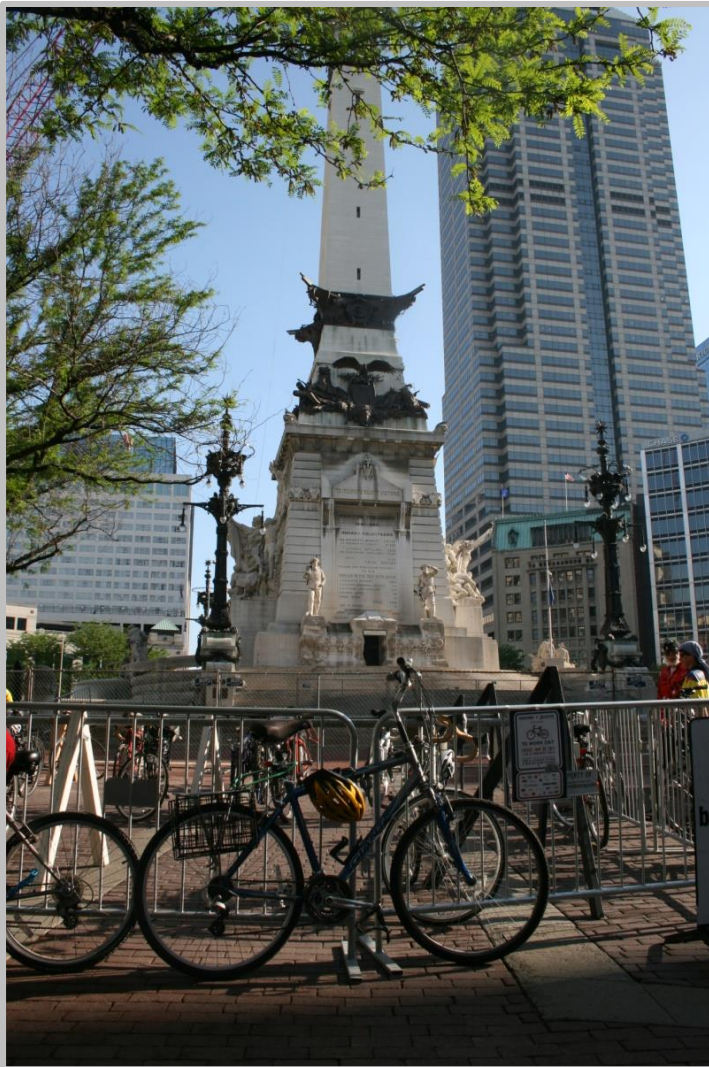
Establish our region's priorities and develop a responsible plan for investment through 2035

2,168 miles

of proposed bicycle facilities
in Central Indiana.

6%

The amount of the proposed
bicycle facilities (in miles)
that could be built over the
next 20 years with expected
funding.



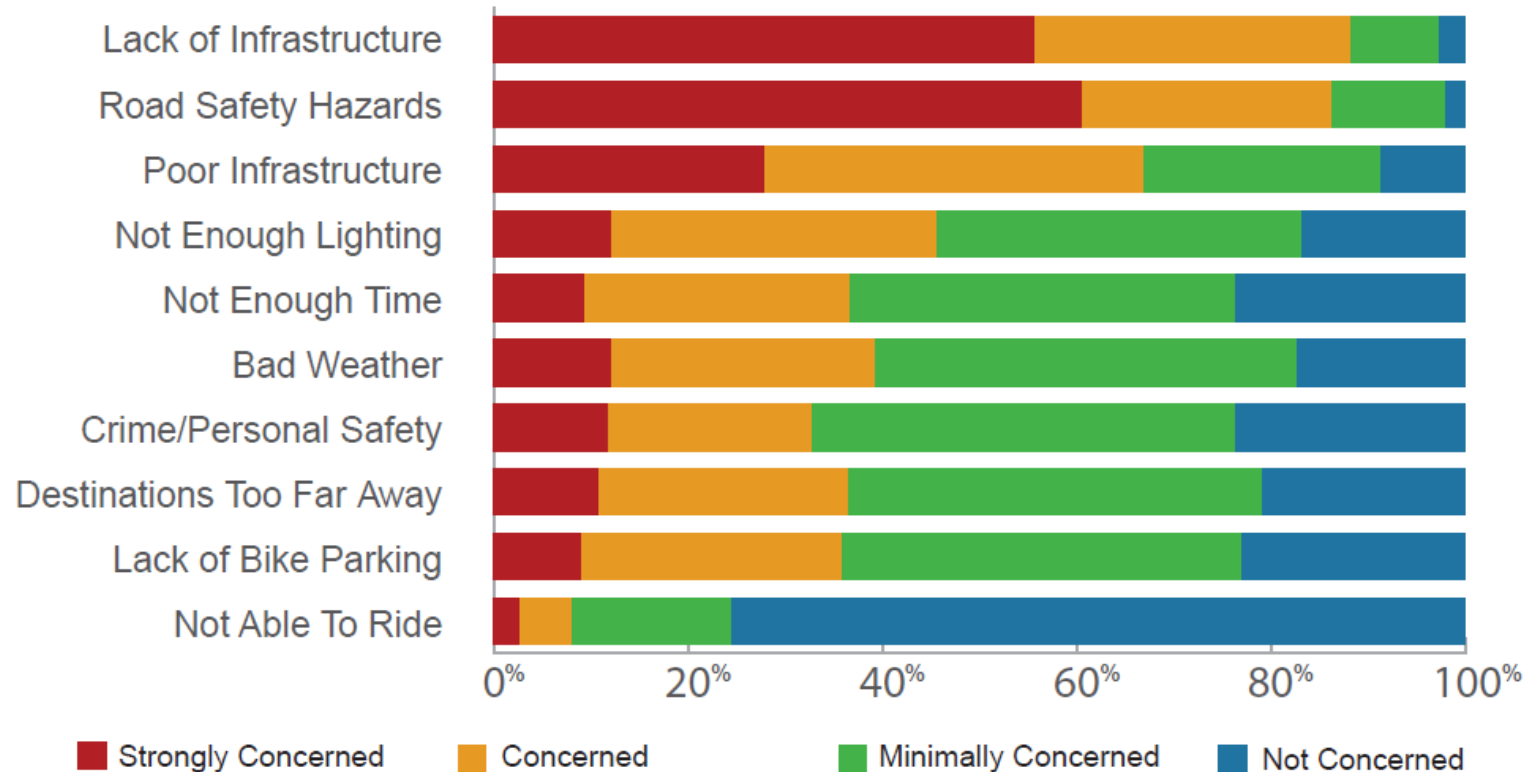
The Regional Bikeways Plan was designed as a component of the Long Range Transportation Plan.

- Acts as a resource for the public in understanding the present regional cycling network
- Considers proposed bike facilities in local plans
- Estimates available funding through 2035 and provides cost estimates for projects
- Establishes priorities and sets a realistic, financially constrained plan for growth through 2035

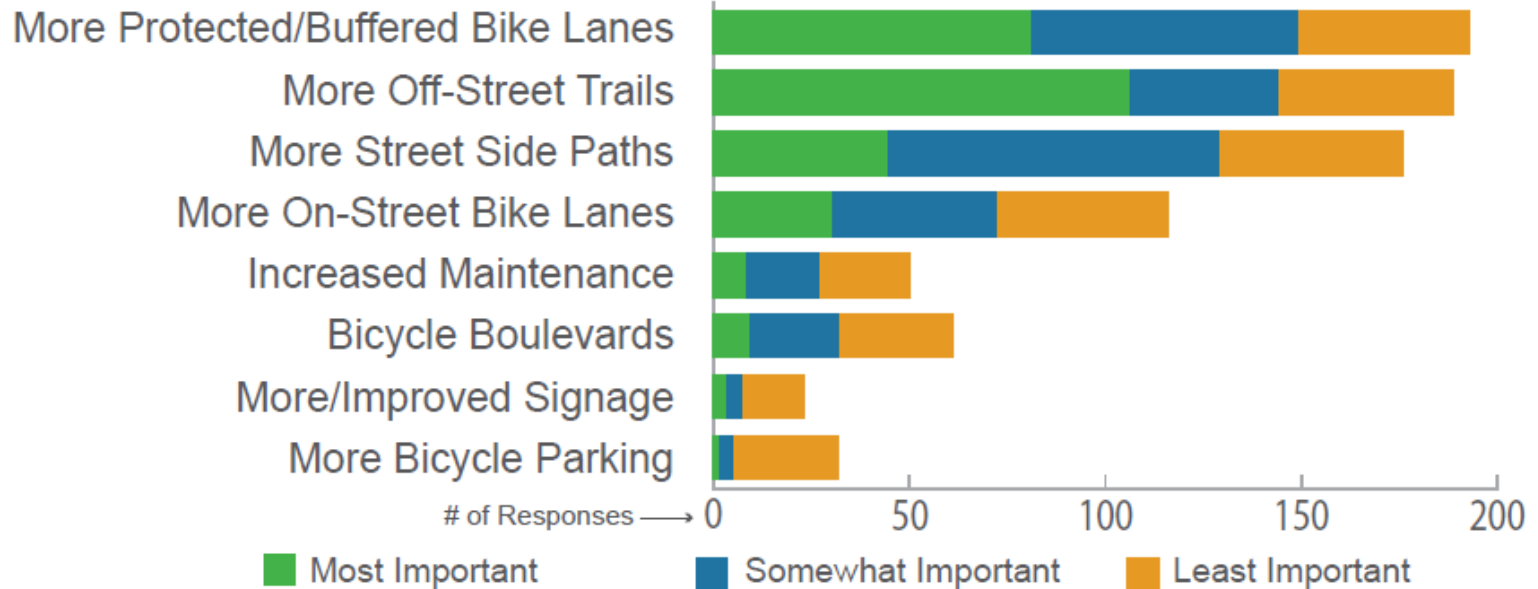
- Five public meetings, held around the region
- Online webinar
- Neighborhood meetings
- Bike to Work Day on Monument Circle
- Online & hard copy public survey (330 responses)



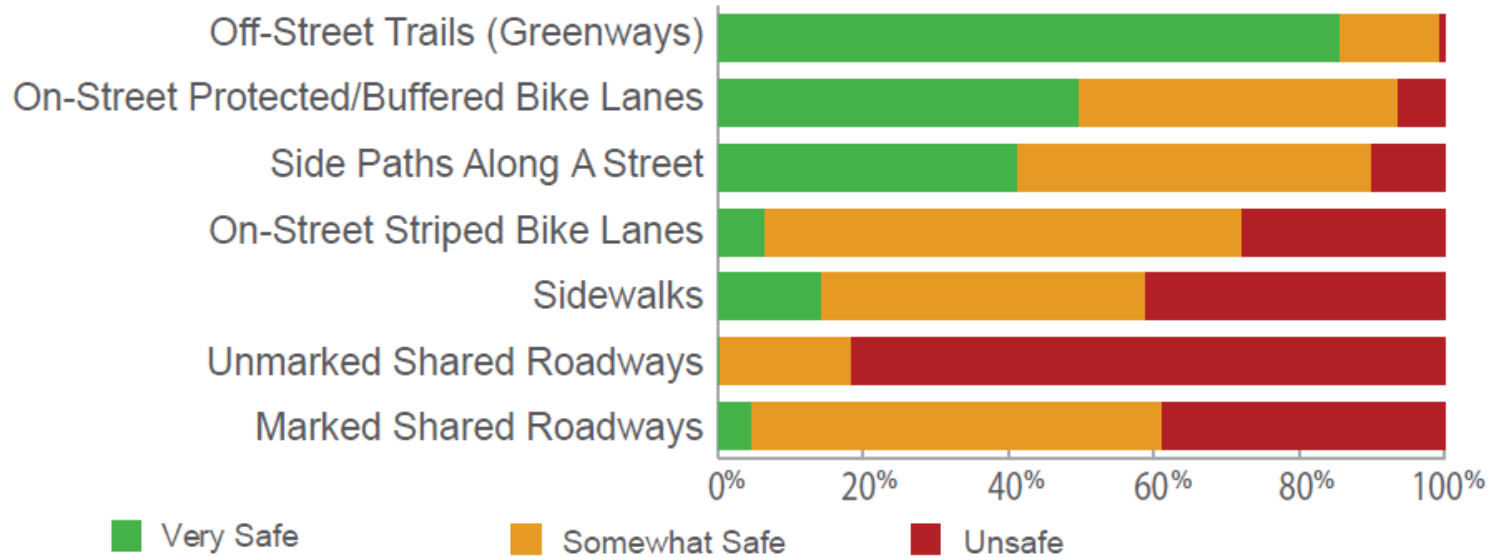
What prevents you from riding a bike more frequently? (Identify item by level of concern)



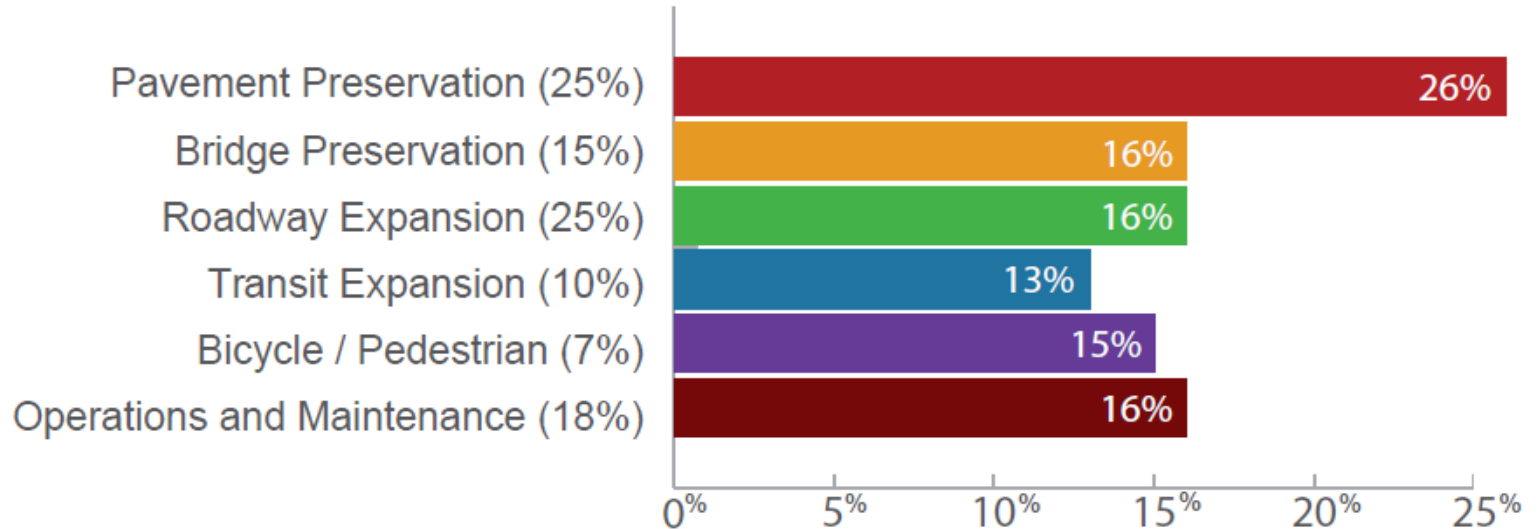
Rank your top 3 preferences for improving physical cycling conditions.



What is your opinion of the safety of each type of facility for biking?



How would you allocate our region's transportation funds (100% total)? *current funding targets shown in parenthesis



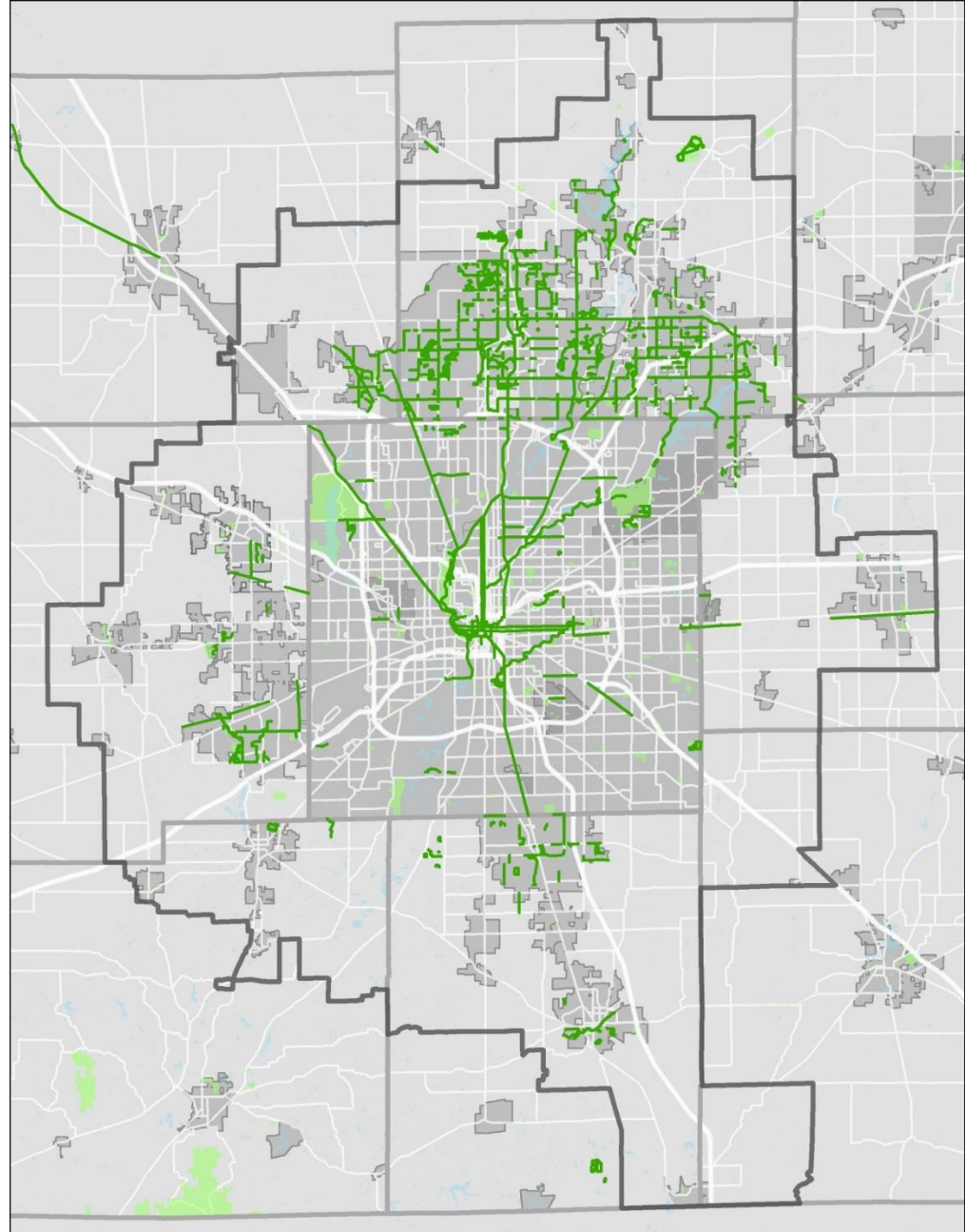
Vision Statement

“The Regional Bikeways Plan will increase the options available to cyclists to encourage more trips by bicycle and create a safe network of bikeways, integrated with pedestrian, transit and motor vehicle routes, to provide access to home, work, education, commerce, transit and recreation within the Indianapolis Metropolitan Planning Area.”

Goal 1: Increase Bicycle Ridership

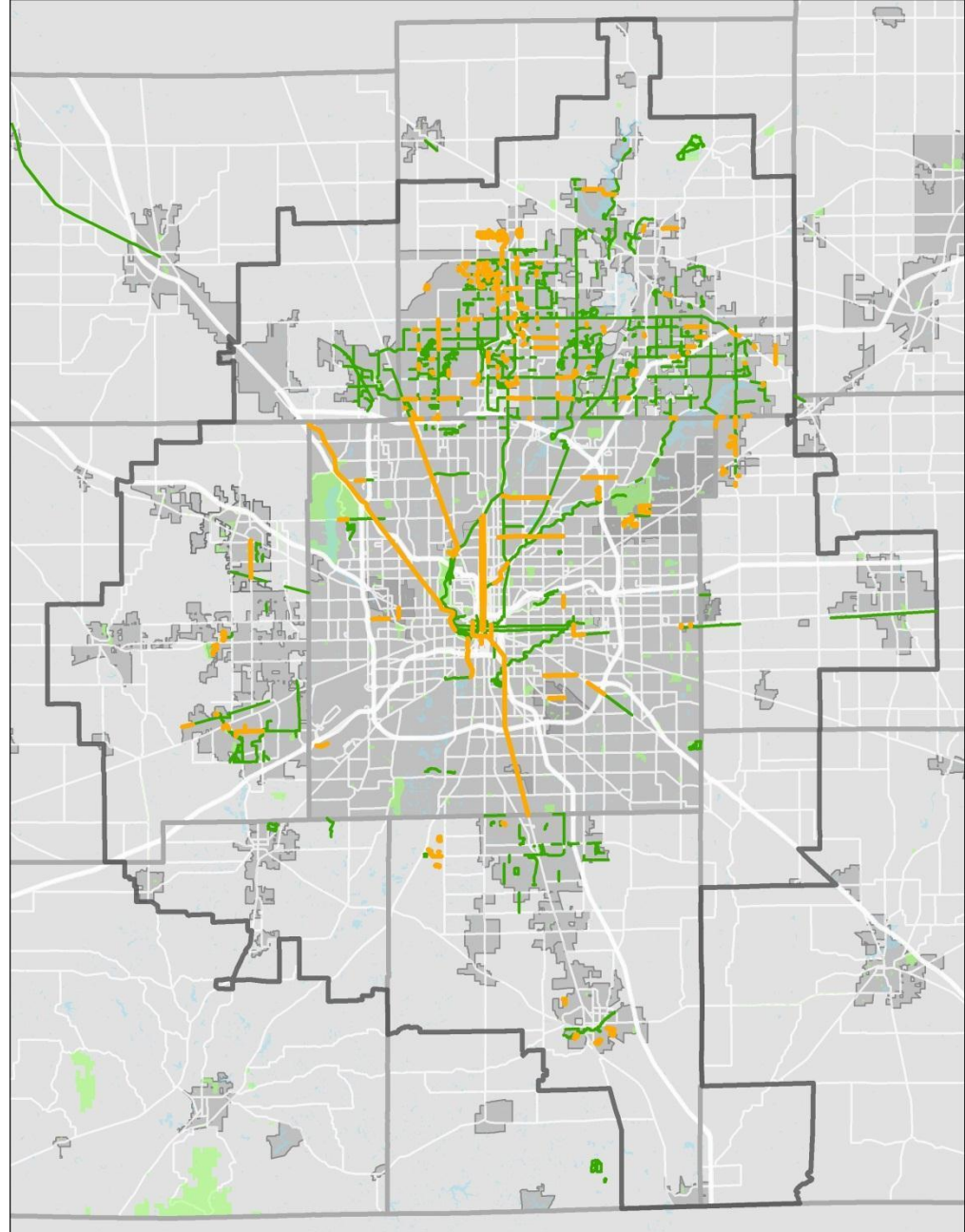
Goal 2: Increase Bicycle Safety

Open Bikeways as of 2015



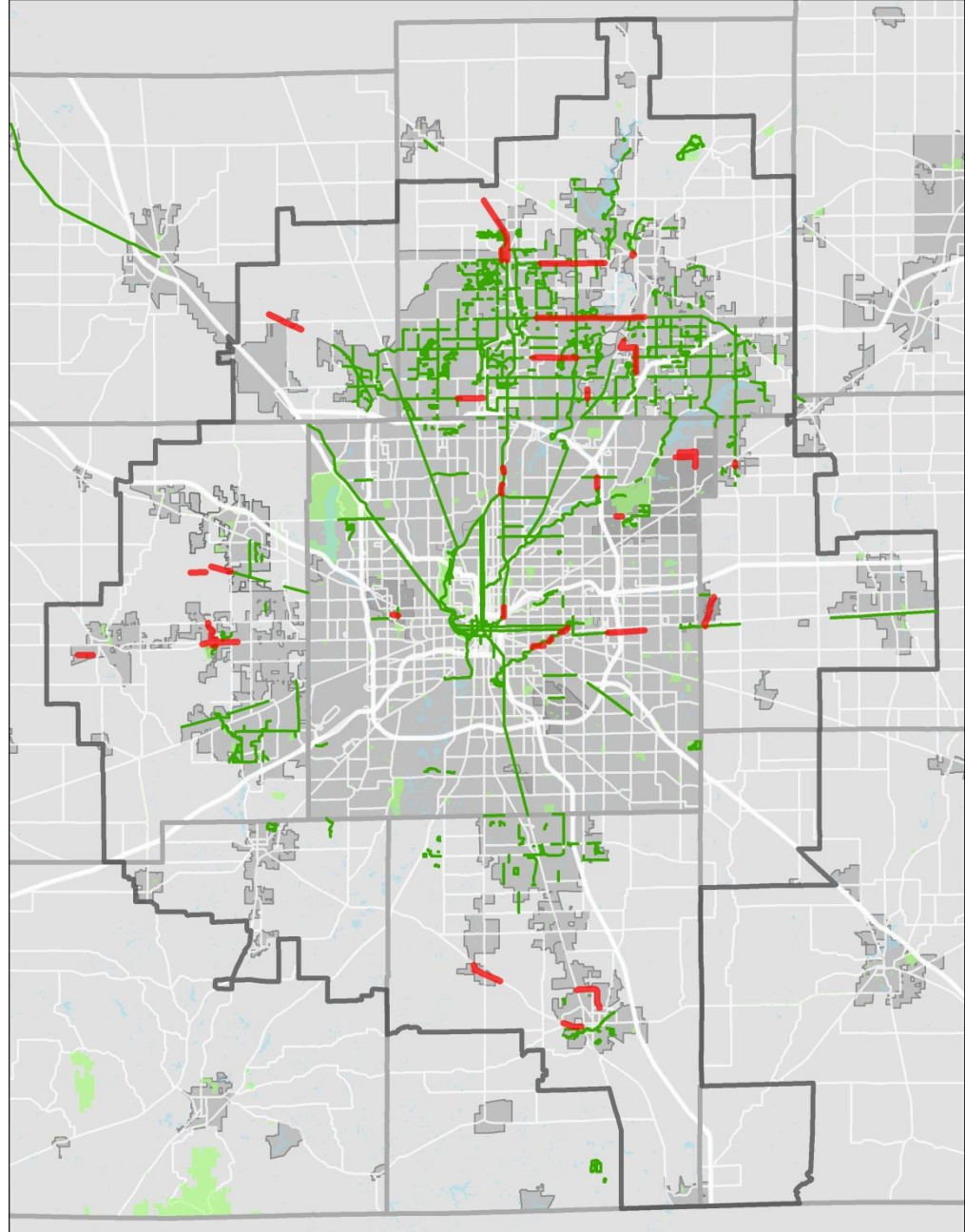
Since **2011**
Central Indiana
has experienced
29%
growth in its
bikeways
network

(Shown at right in orange)



Projects selected for
MPO federal funding
between 2016 and
2019.

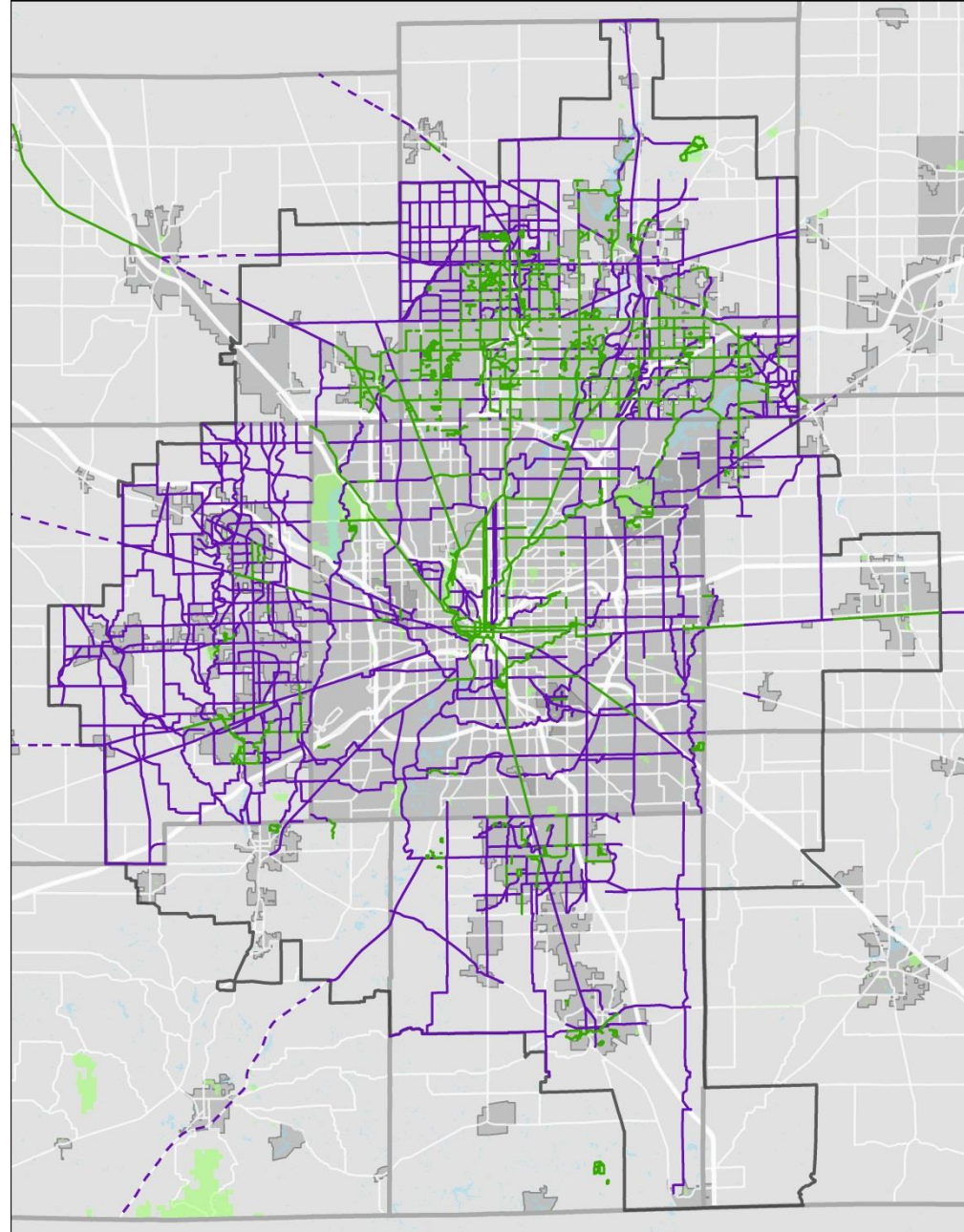
(Shown at right in red)



The vision plan includes existing and proposed facilities from all communities.

Existing Bikeways shown in Green

Proposed Bikeways shown in Purple



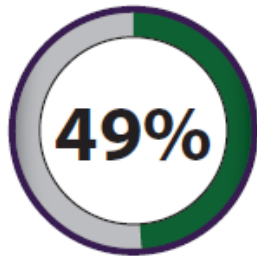
Bikeways by County

Bikeways by County

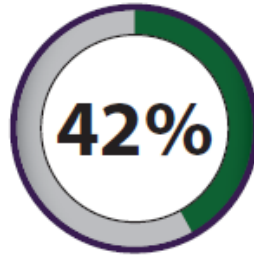
Existing Bikeways



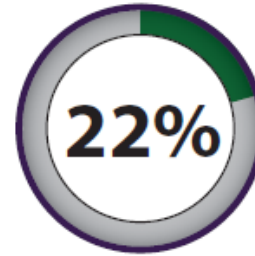
X% of county vision



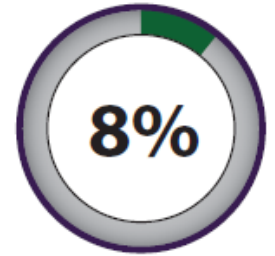
Boone County
30.2 Miles of
61.76 Miles



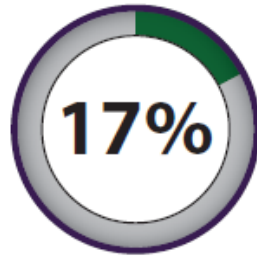
Hamilton County
319.6 Miles of
769.31 Miles



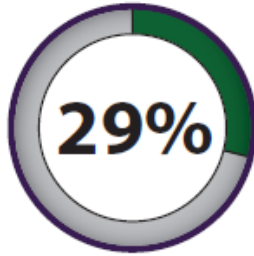
Hancock County
13.9 Miles of
69.7 Miles



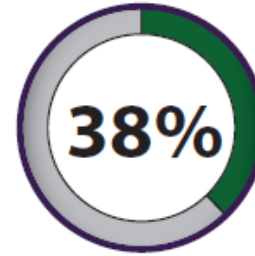
Hendricks County
37.6 Miles of
471.8 Miles



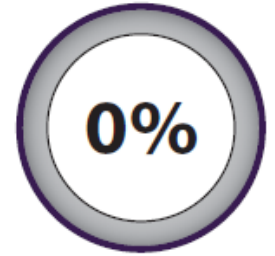
Johnson County
36.1 Miles of
208.1 Miles



Marion County
171.9 Miles of
585.6 Miles



Morgan County
3.7 Miles of
9.7 Miles



Shelby County
0.0 Miles of
0.0 Miles

REGIONALISM

Elevates the completion of a regional system of bikeway arterials that connect multiple communities for increased regional transportation benefit

ECONOMIC OPPORTUNITY

Takes into account potential bikeways users, and the community assets that those users can access from a bikeway

CONNECTIVITY

Focuses on the way a bikeway facility affects or interacts with the existing transportation system

EQUITY

Ensures proper focus on segments of the population that may require special attention to address mobility needs

Central Indiana Organizations



Avon
Beech Grove
Carmel
Danville
Fishers
Franklin
Hamilton Co.
Hancock Co.
Indianapolis
Johnson Co.
Pittsboro
Plainfield
Speedway
Westfield
Whiteland
Whitestown
Zionsville

Health by Design
CIBA – Central Indiana
Bicycling Association
Bicycle Indiana
IndyCog
HMBA – Hoosier Mountain
Bike Association
IMBA – Indy Mountain Bike
Association
IMBAC – Indy Mayor's
Bicycle Advisory Council
Indiana State Department
of Health
Indianapolis Cultural Trail
Inc.
YMCA
BGI – Bicycle Garage Indy

IndyGo
CIRTA

FHWA
FTA

Scoring System

Theme	Weight	Criteria	Description	Value
REGIONALISM	33%	Functional Classification	Based on bikeways purpose in regional network	50
ECONOMIC OPPORTUNITY	23%	Population	Population within 1 mile	9
		Employment	Jobs within 1 mile	9
		Education	Educational facilities within 1 mile	5
		Arts, Culture & Recreation	Parks, Recreation & Fitness opportunities located within 1 mile	5
		Libraries	Libraries within 1 mile	3
		Restaurants	Restaurants within 1 mile	4
CONNECTIVITY	27%	New Coverage	New access to population within 1 mile	10
		Bikeway Connections	Connections to existing network	15
		Transit Connections	Connect to existing or proposed transit stops	10
		Barriers	Removes a barrier in the cycling network	5
EQUITY	17%	Population Age 65 and Over	Percentage of population age 65 and over within 1 mile	2
		Population Age 18 and Under	Percentage of population age 18 or under within 1 mile	2
		Minority Population	Percentage of population of minority within 1 mile	2
		Households in Poverty	Percentage of households living in poverty within 1 mile	4
		Zero Car Households	Percentage of households without a car within 1 mile	5
		Access to Healthcare	Medical facilities within 1 mile	5
		Food Access	Grocery and convenience stores within 1 mile	5

150 Points Possible from 18 Scoring Criteria

REGIONALISM

Classification

50 Points

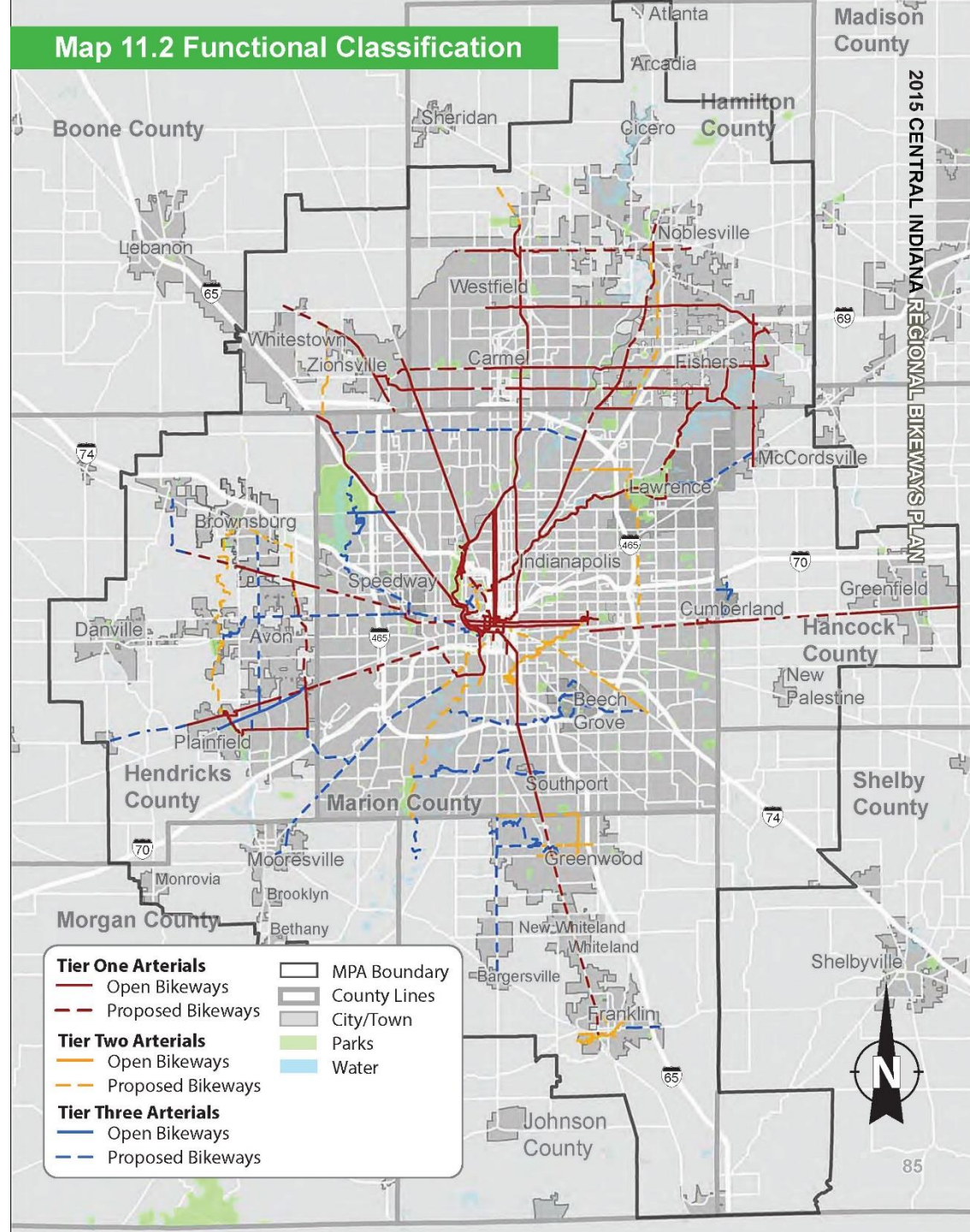
Tier on the Arterial
Bikeways Network

Promote regional
connectivity and
travel

Source:

Developed by MPO
Staff and Steering
Committee

Map 11.2 Functional Classification



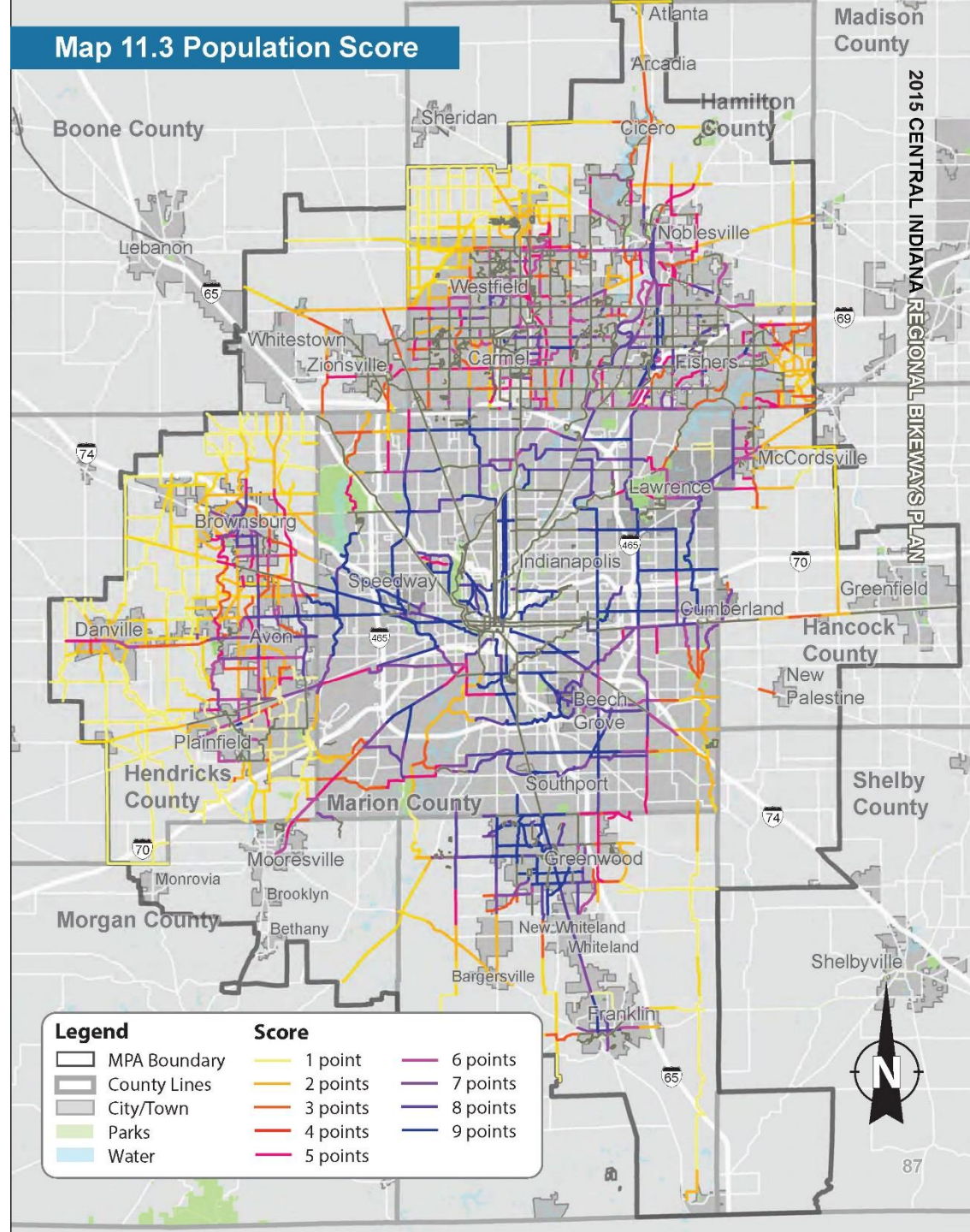
ECONOMIC OPPORTUNITY

Population 9 Points

Population within
1 mile of a
proposed bikeway

Source:
Demographic Data

Map 11.3 Population Score



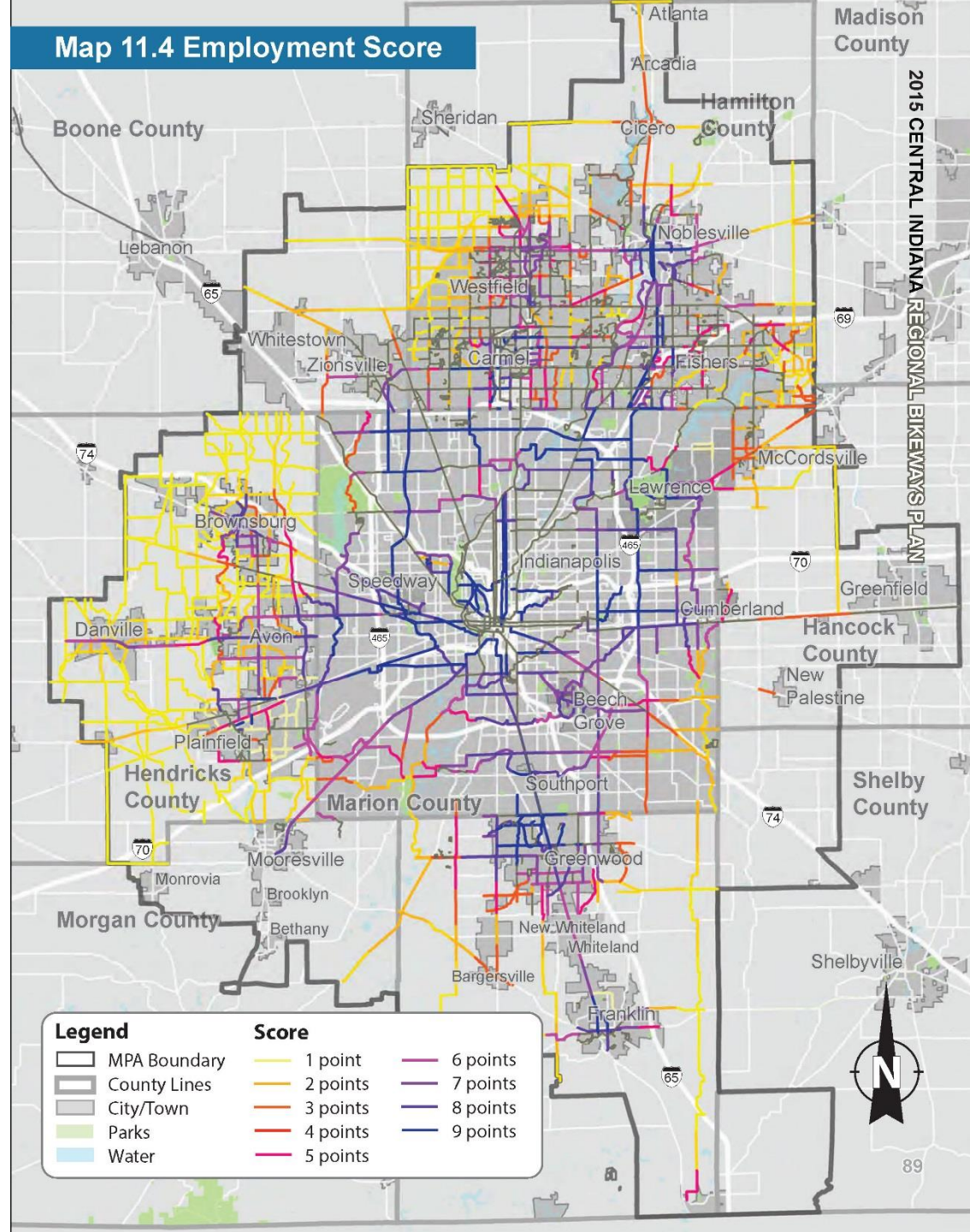
ECONOMIC OPPORTUNITY

Employment 9 Points

Jobs within 1 mile
of a proposed
bikeway

Source:
SAVI Data

Map 11.4 Employment Score



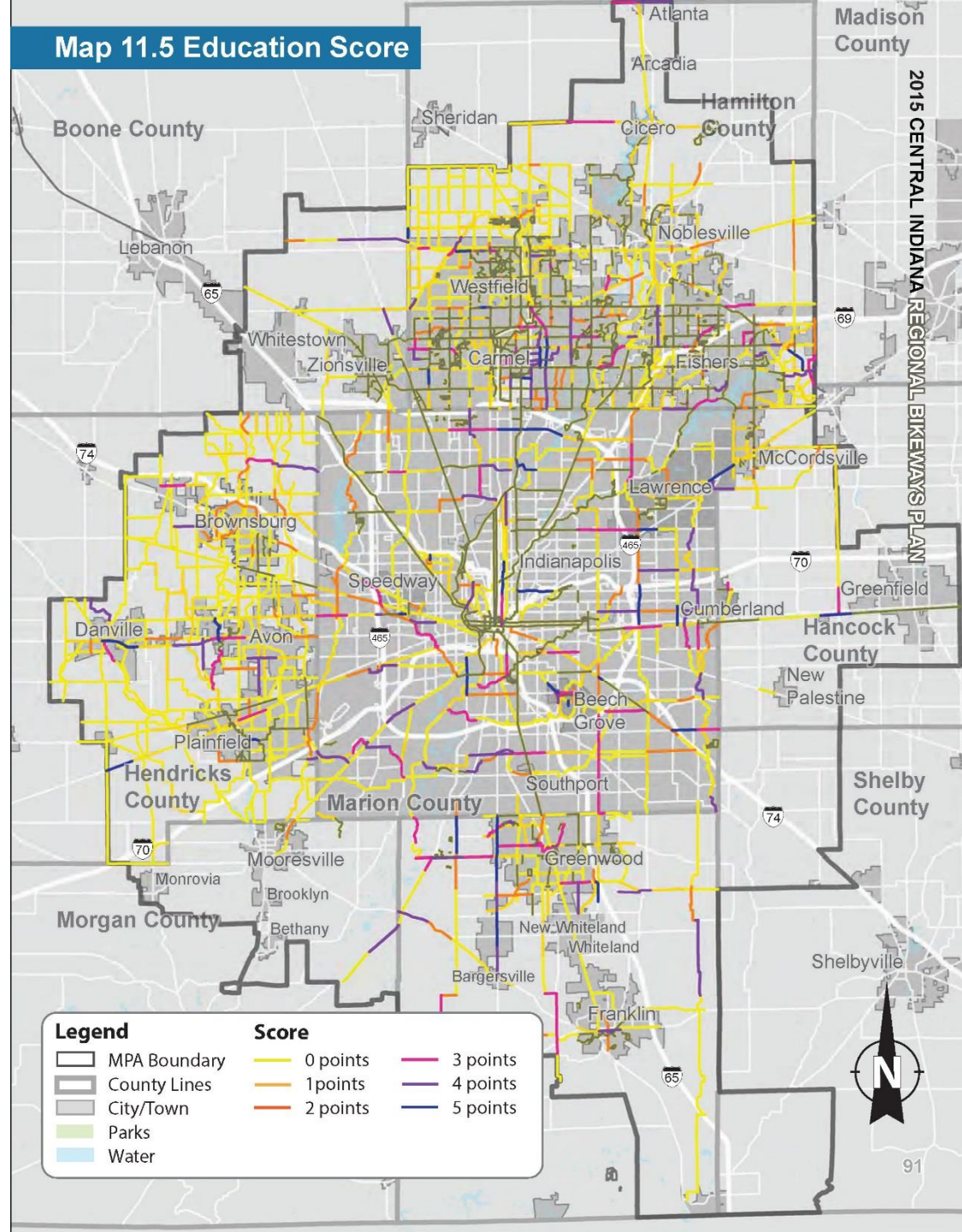
ECONOMIC OPPORTUNITY

Education 5 Points

Elementary, middle, high schools, colleges, universities within 1 mile of a proposed bikeway

Source:
SAVI Data

Map 11.5 Education Score



ECONOMIC OPPORTUNITY

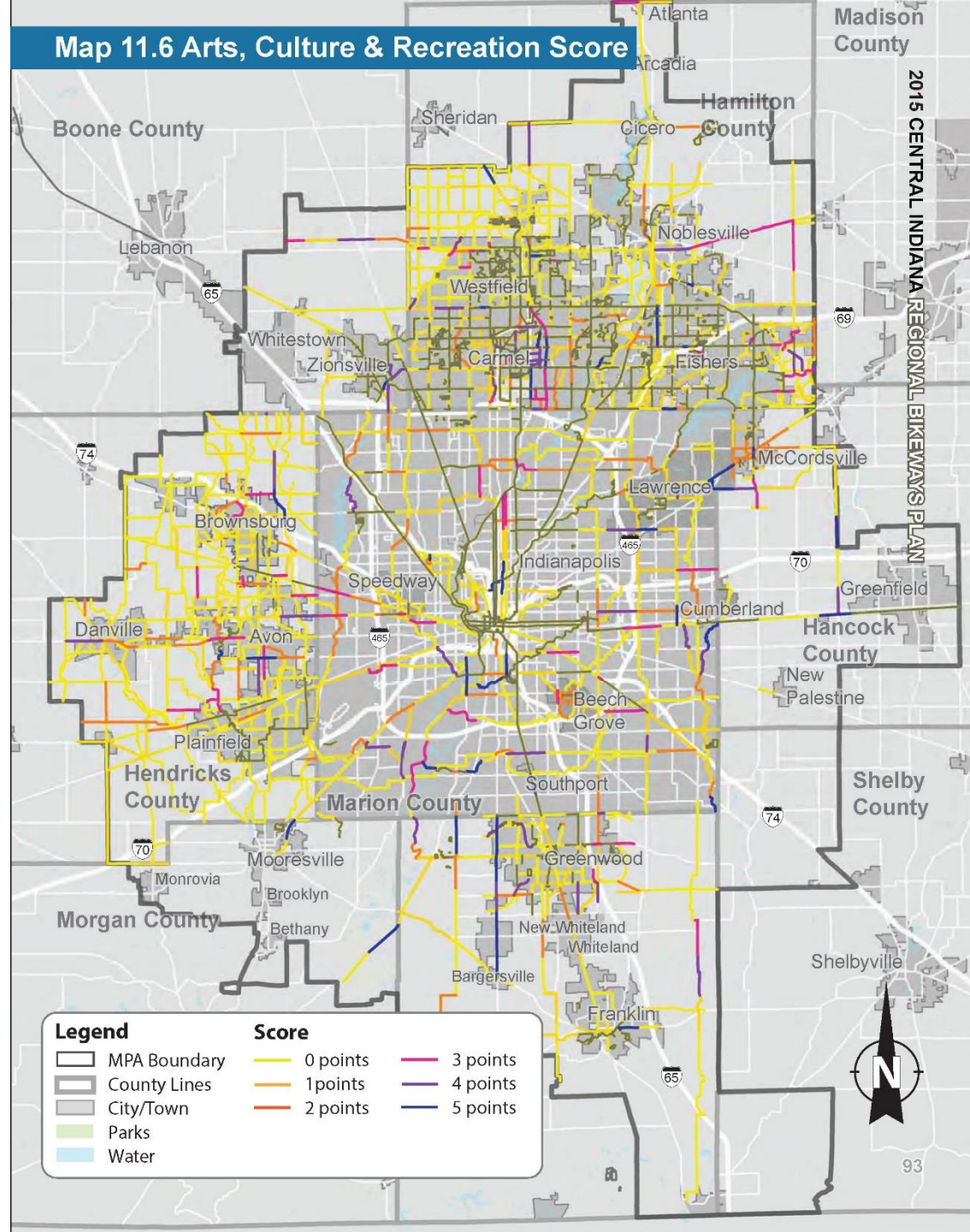
Arts, Culture, & Recreation

5 Points

Camps, parks, zoos, museums within 1 mile of a proposed bikeway

Source:
SAVI Data

Map 11.6 Arts, Culture & Recreation Score



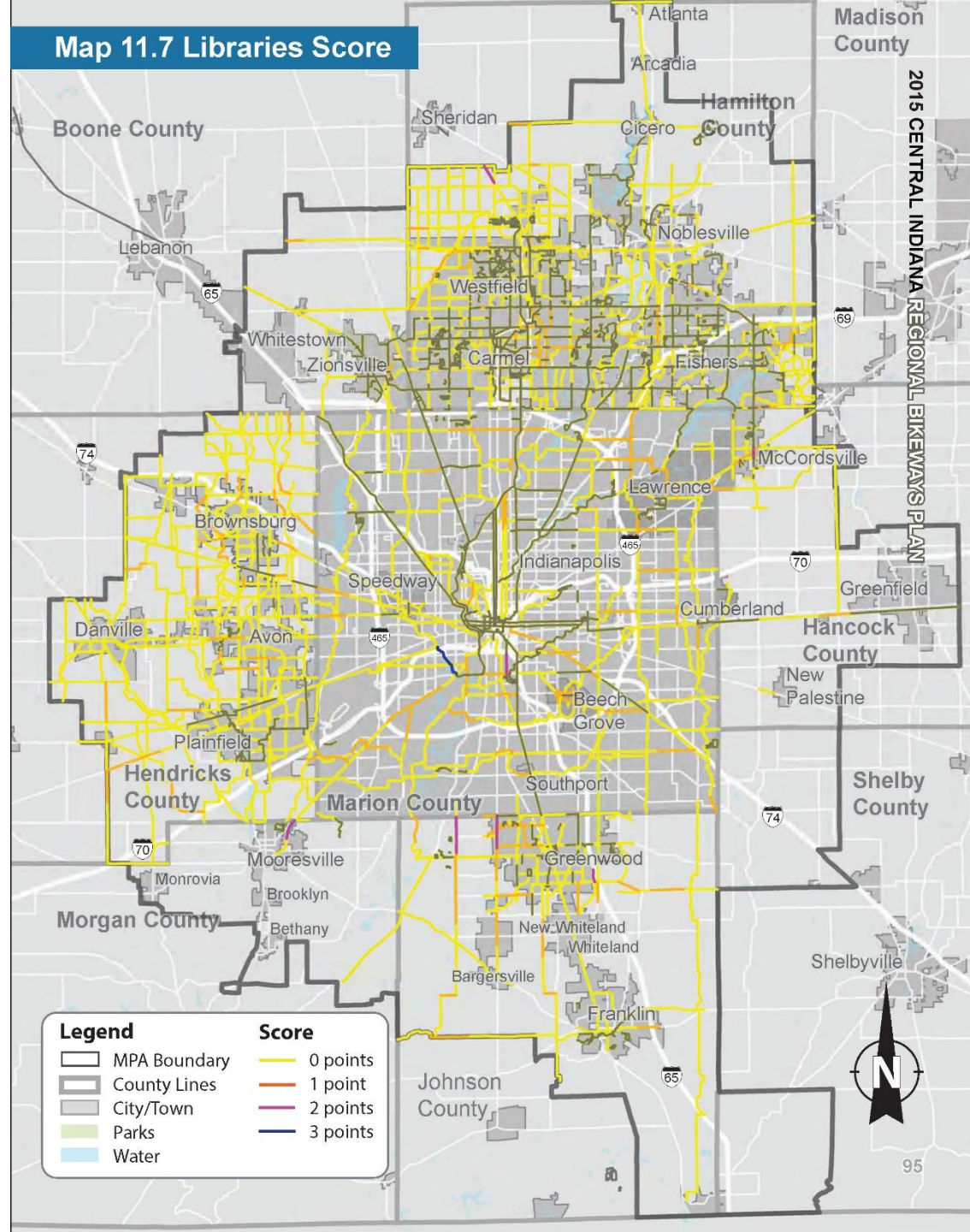
ECONOMIC OPPORTUNITY

Libraries 3 Points

Public Libraries
within 1 mile of a
proposed bikeway

Source:
SAVI Data

Map 11.7 Libraries Score



ECONOMIC OPPORTUNITY

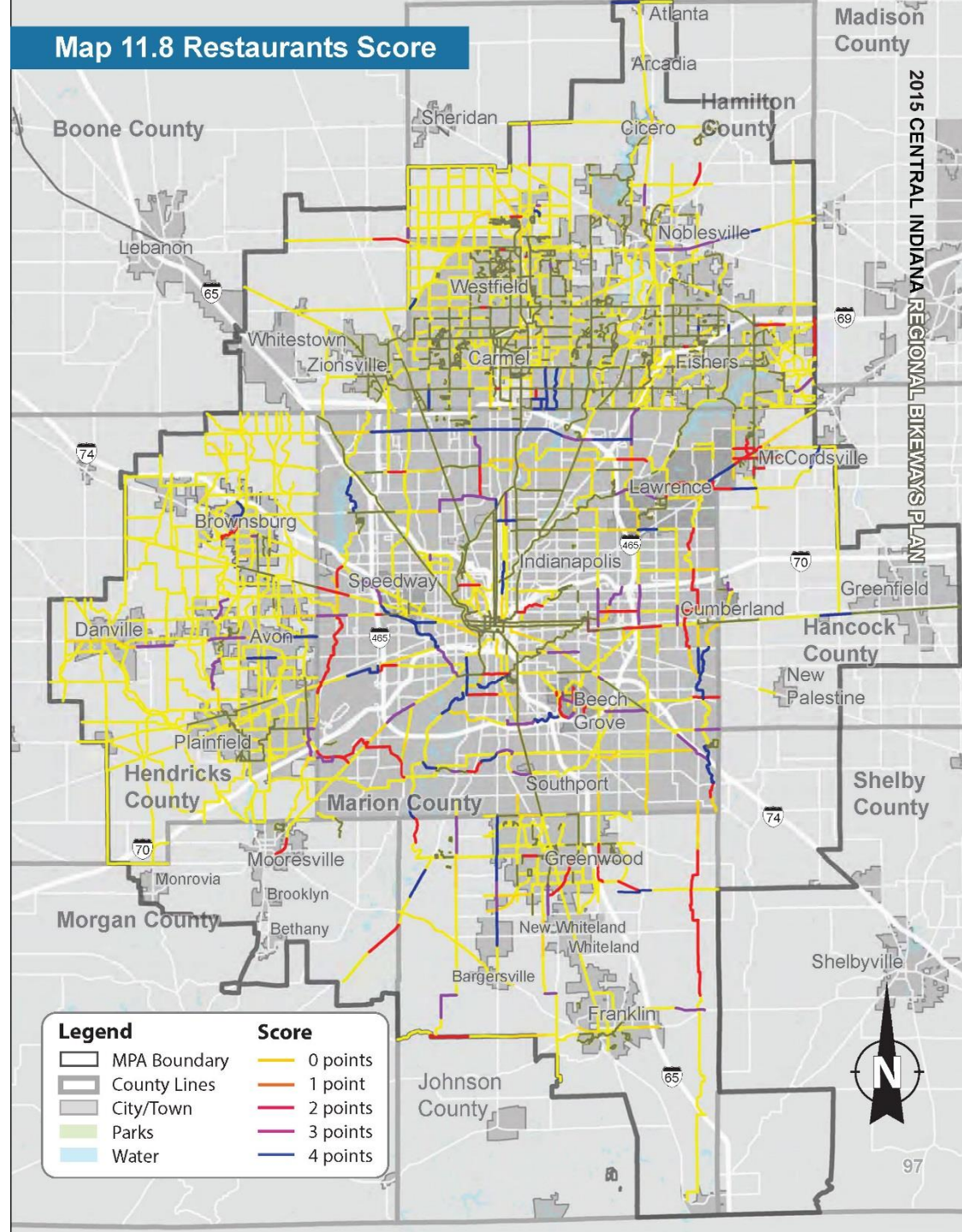
Restaurants

4 Points

Restaurants within
1 mile of a
proposed bikeway

Source:
SAVI Data

Map 11.8 Restaurants Score



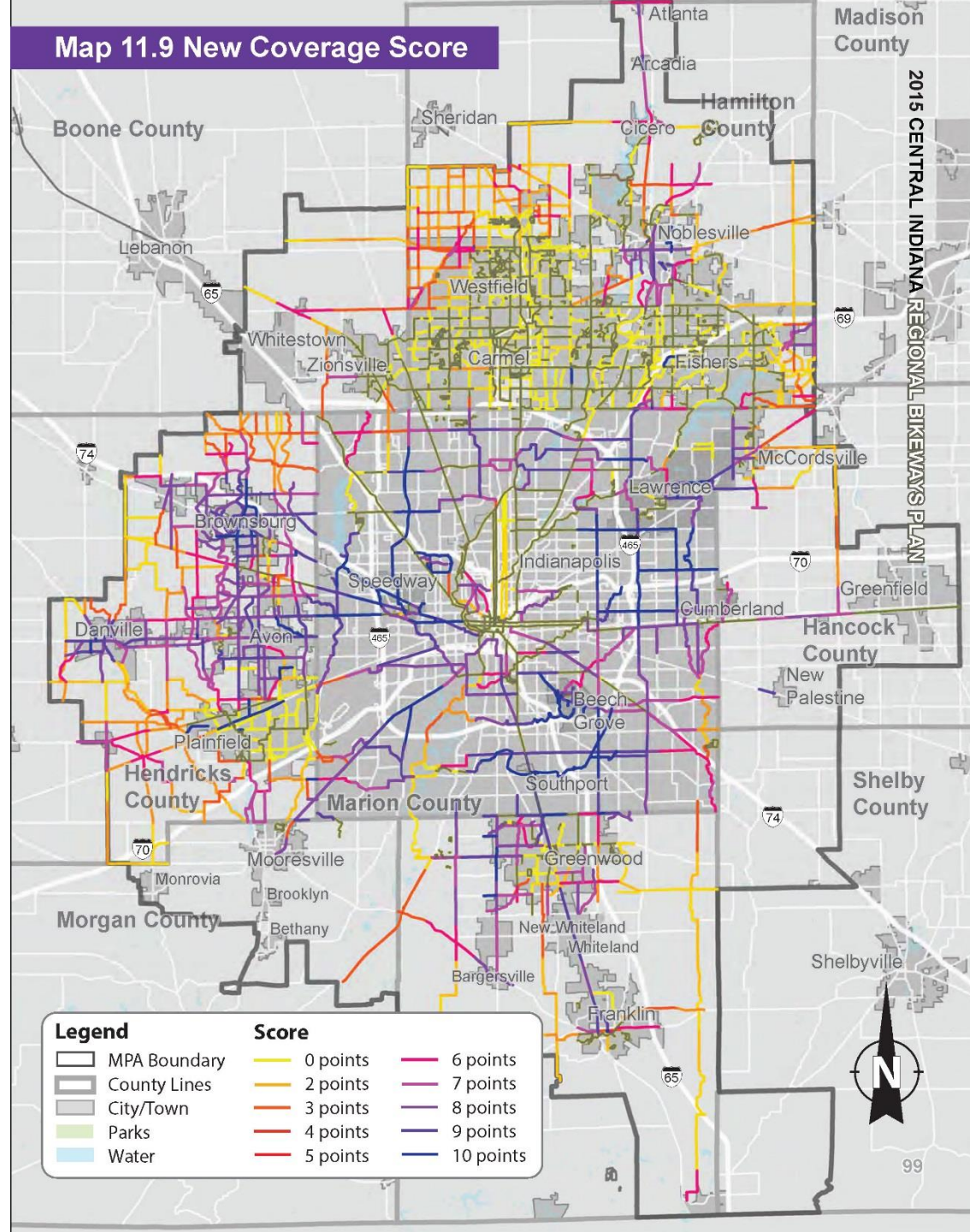
CONNECTIVITY

New Coverage 10 Points

People within 1 mile of a proposed bikeway who do not currently have access to any bikeway within 1 mile

Source:
Demographic Data

Map 11.9 New Coverage Score



CONNECTIVITY

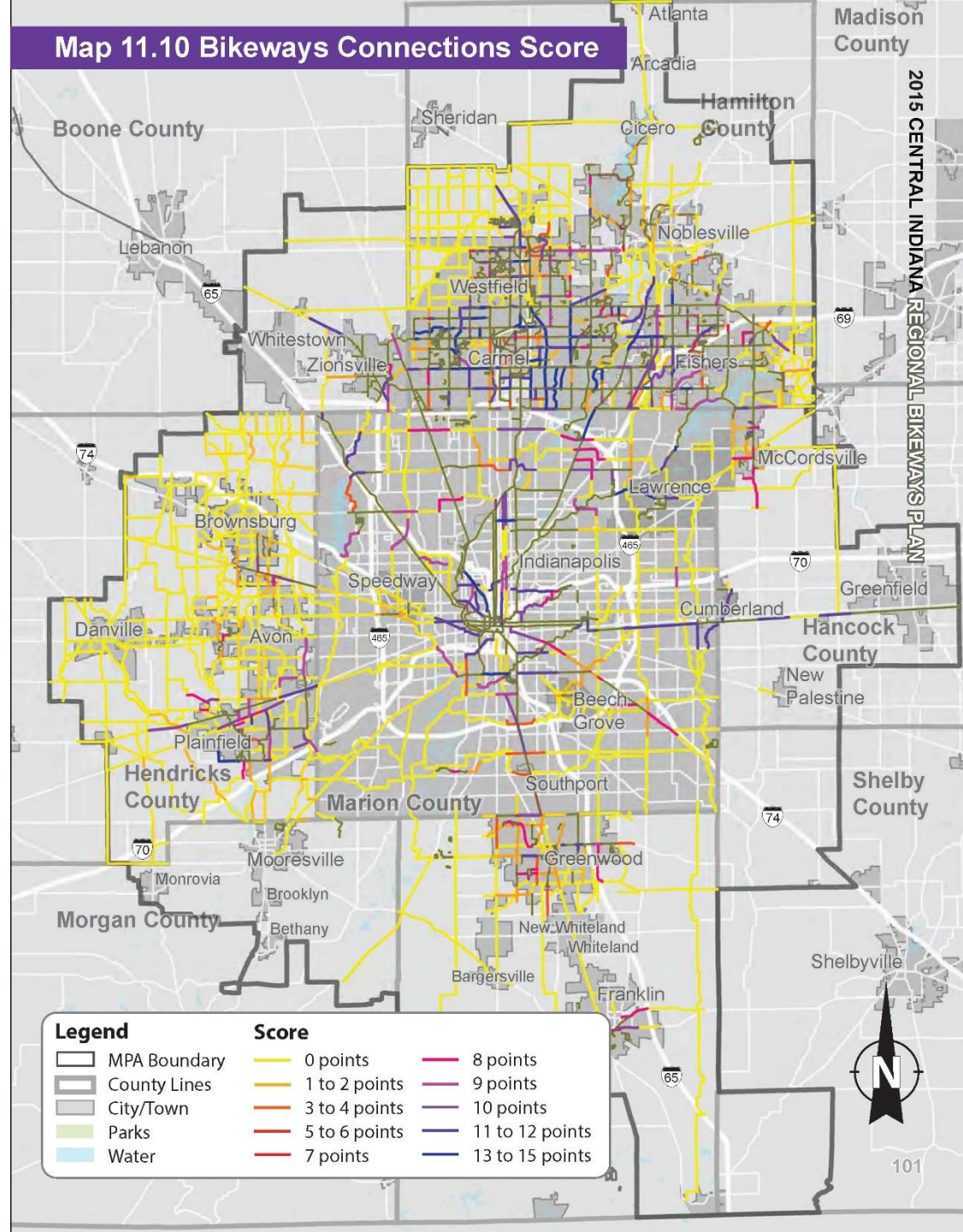
Bikeways Connections

10 Points – Length
5 Points – Fill Gaps

Extending existing
or filling gaps
between existing
bikeways

Source:
GIS Data

Map 11.10 Bikeways Connections Score



CONNECTIVITY

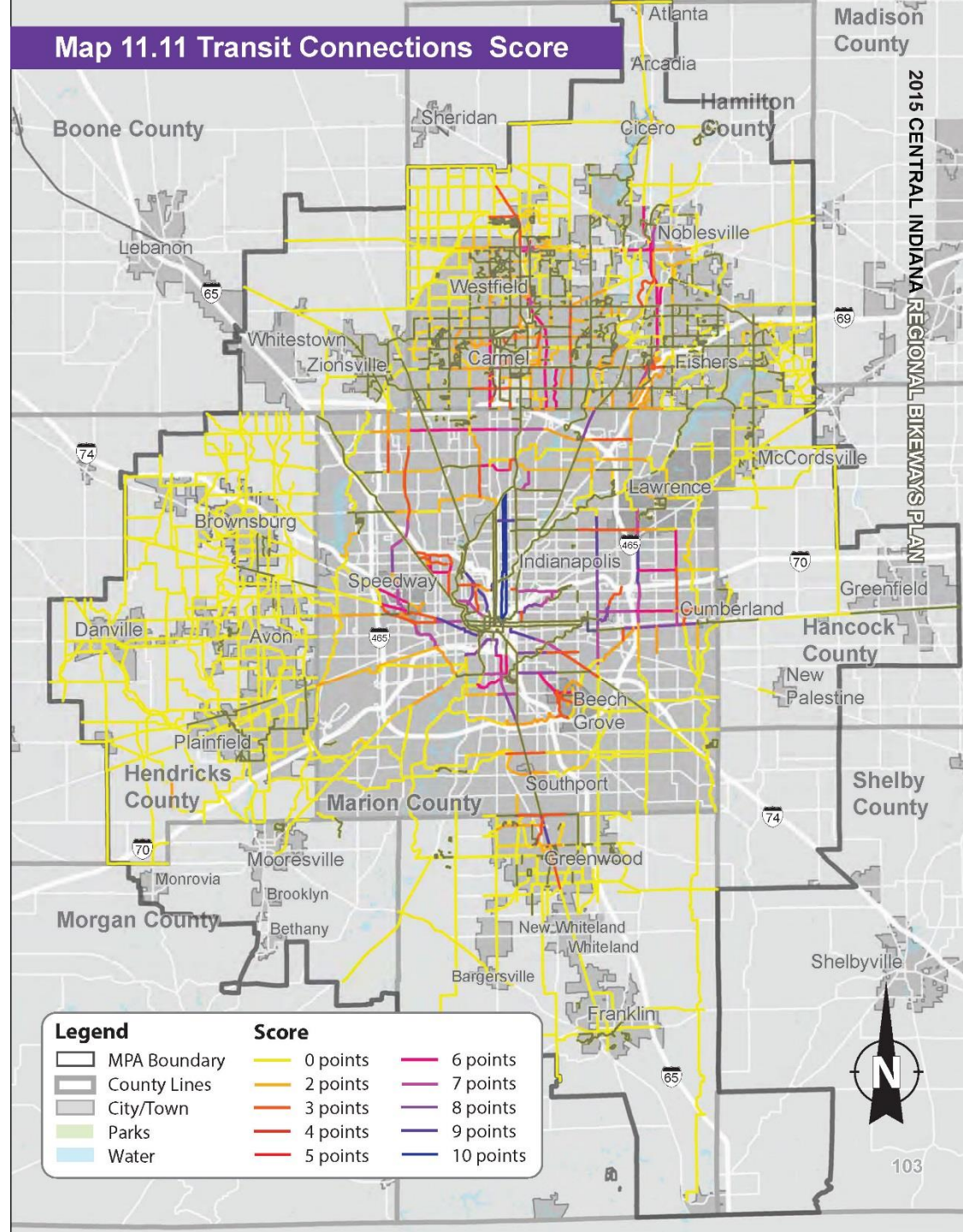
Transit Connections

5 Points – Number
of Existing Stops
5 Points – Number
of Proposed Stops

Transit stops
within 1/4 mile of
proposed bikeway

Source:
GIS Data

Map 11.11 Transit Connections Score



CONNECTIVITY

Barriers

5 Points – Hard

4 Points – Soft

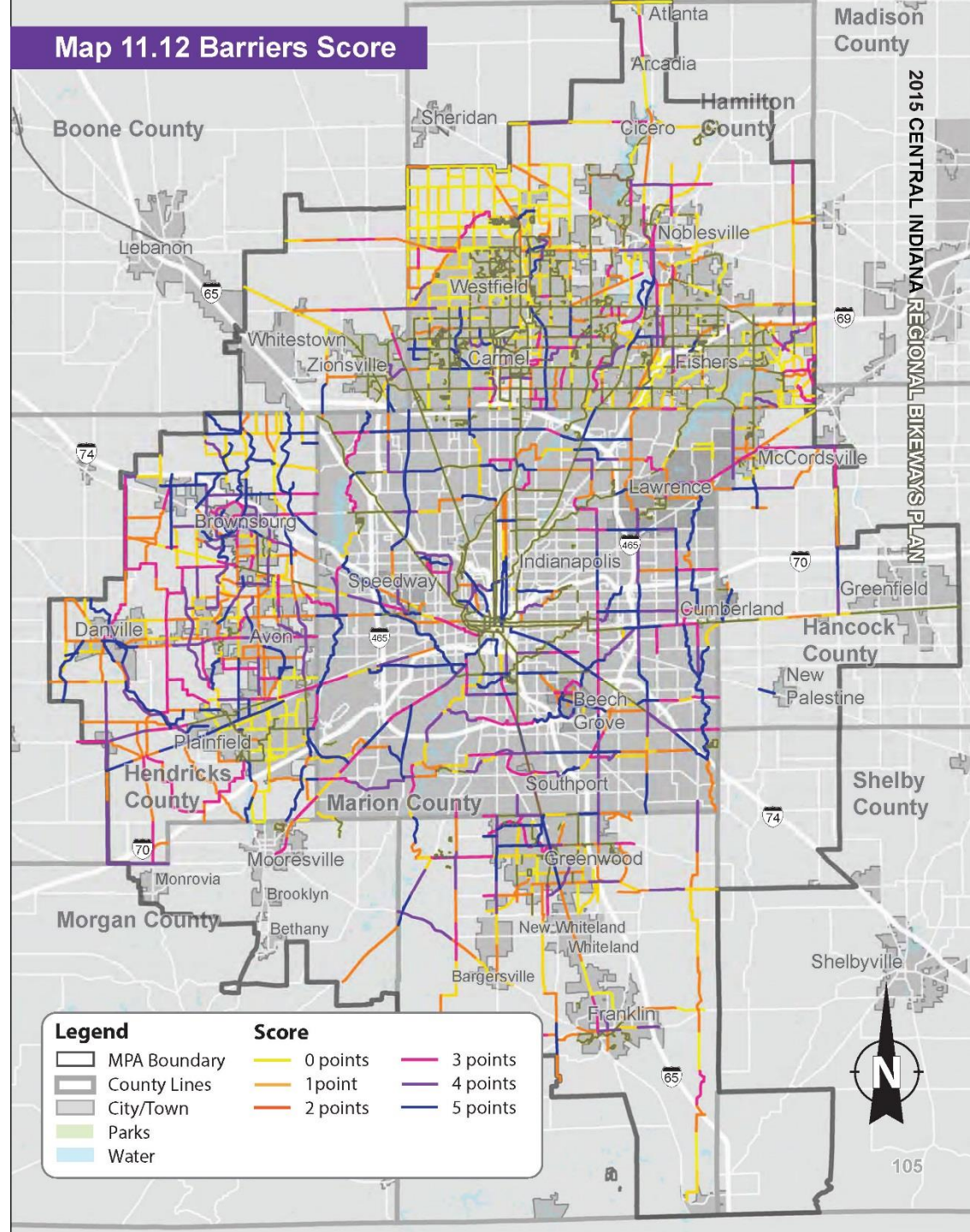
Hard – Interstates
& water

Soft – Arterial
streets

Number of barriers
crossed, assuming
that facility will
create a safe
crossing

Source:
GIS Data

Map 11.12 Barriers Score



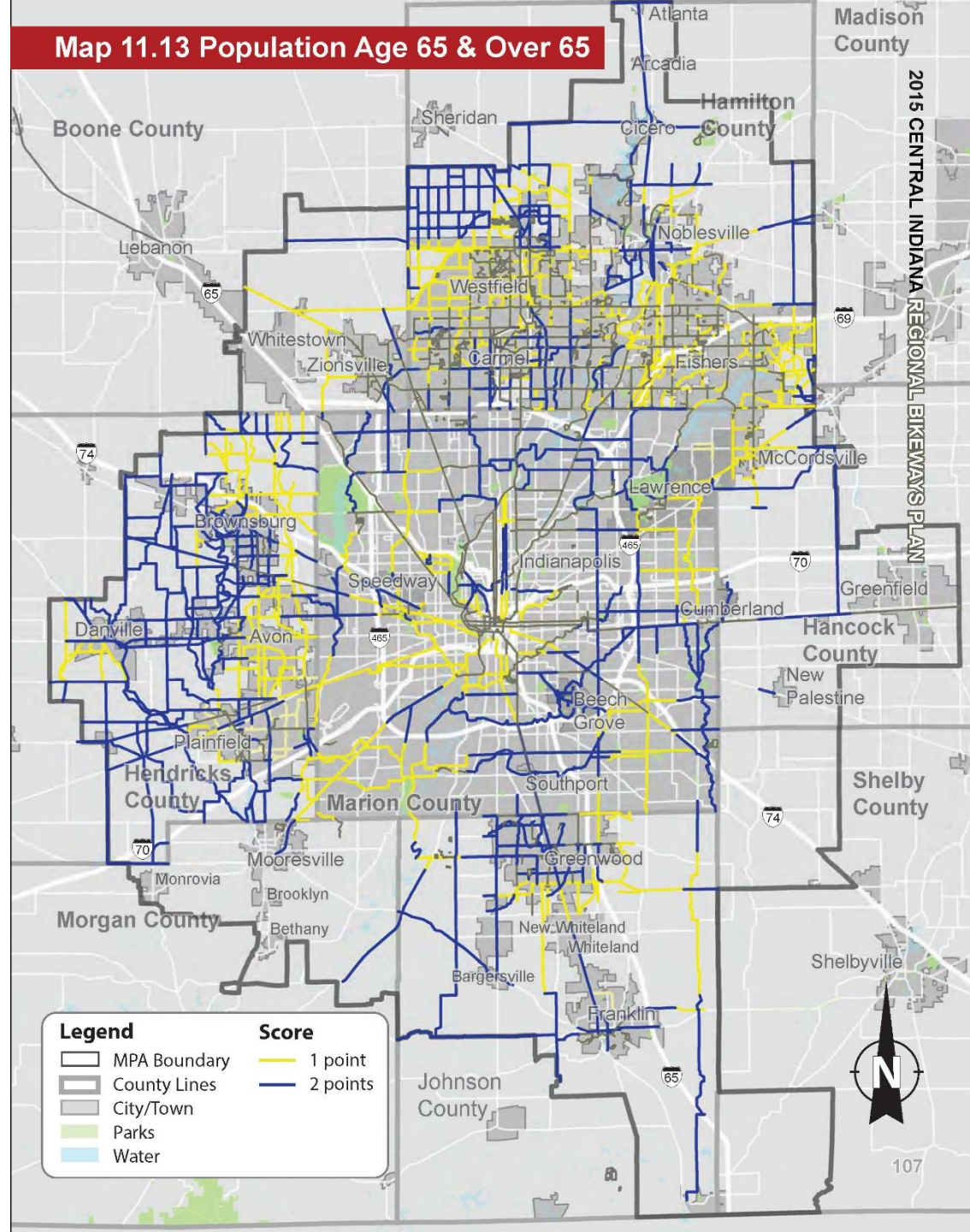
EQUITY

Age 65+ 2 Points

Population age 65+
(by percentage)
within one mile of
proposed bikeway

Source:
Demographic Data

Map 11.13 Population Age 65 & Over 65



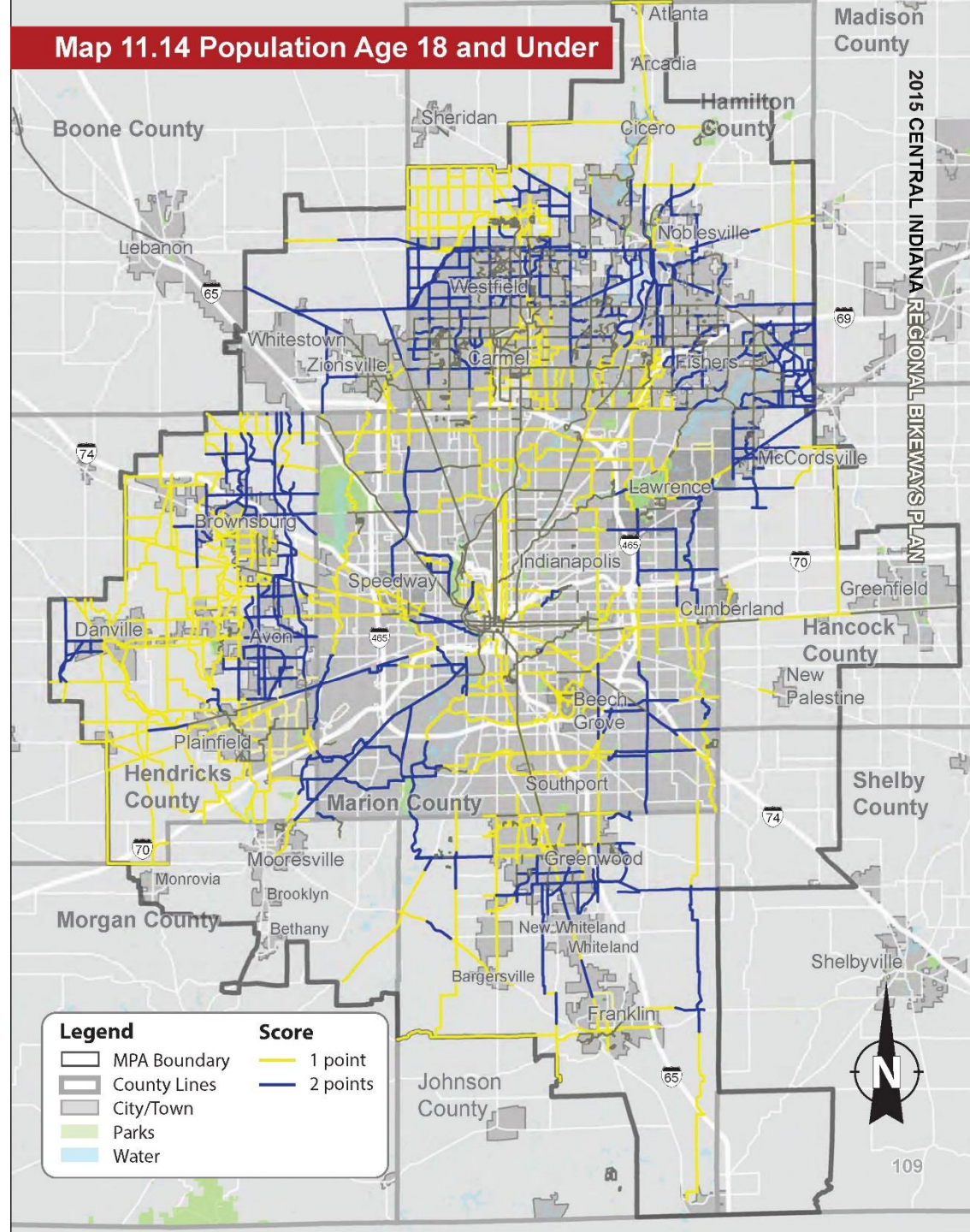
EQUITY

Age 18 or less 2 Points

Population age 18 or less (by percentage) within one mile of proposed bikeway

Source:
Demographic Data

Map 11.14 Population Age 18 and Under



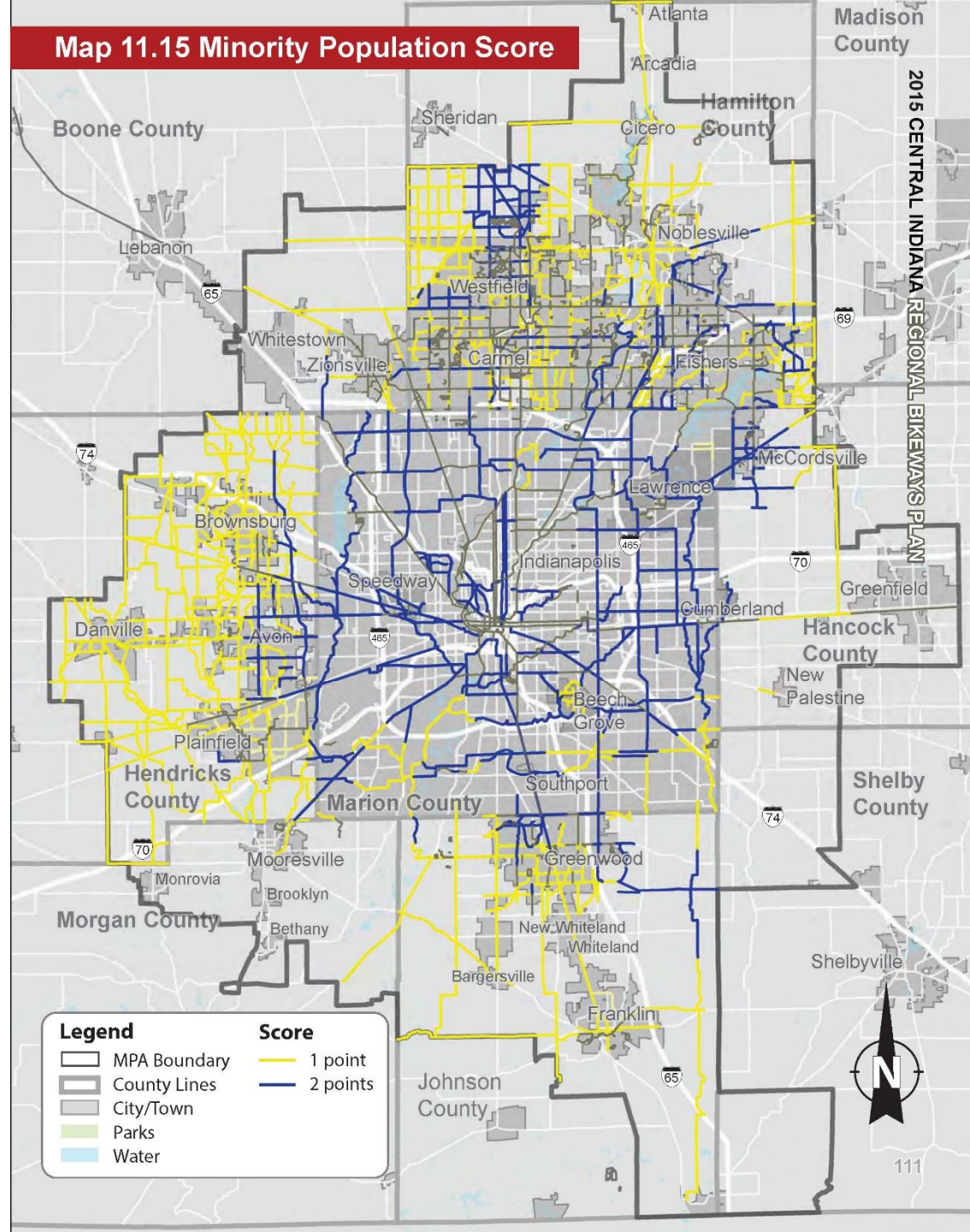
EQUITY

Minority 2 Points

Minority
population (by
percentage) within
one mile of
proposed bikeway

Source:
Demographic Data

Map 11.15 Minority Population Score



EQUITY

Poverty

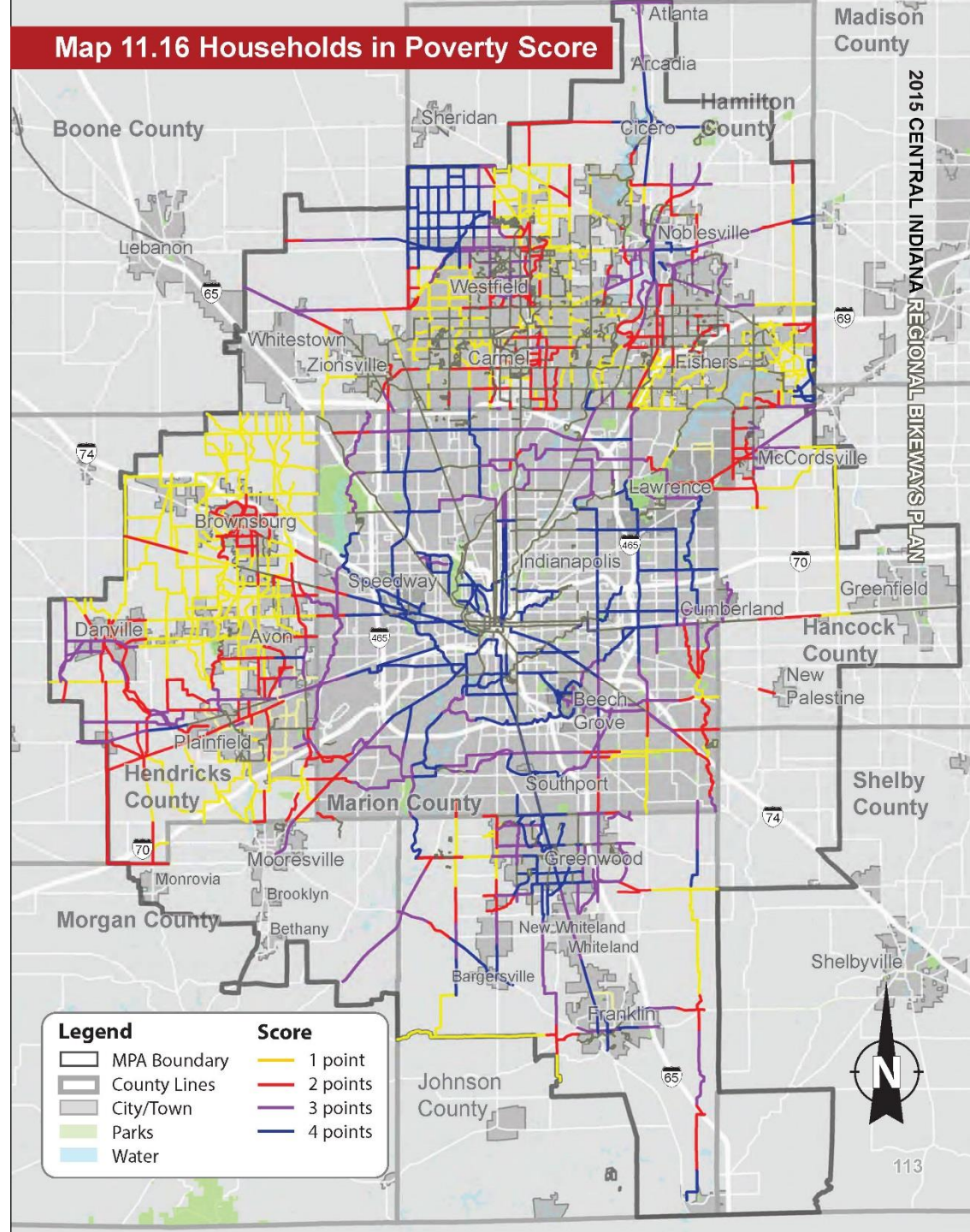
4 Points

Poverty population
(by percentage)
within one mile of
proposed bikeway

Source:

Demographic Data

Map 11.16 Households in Poverty Score



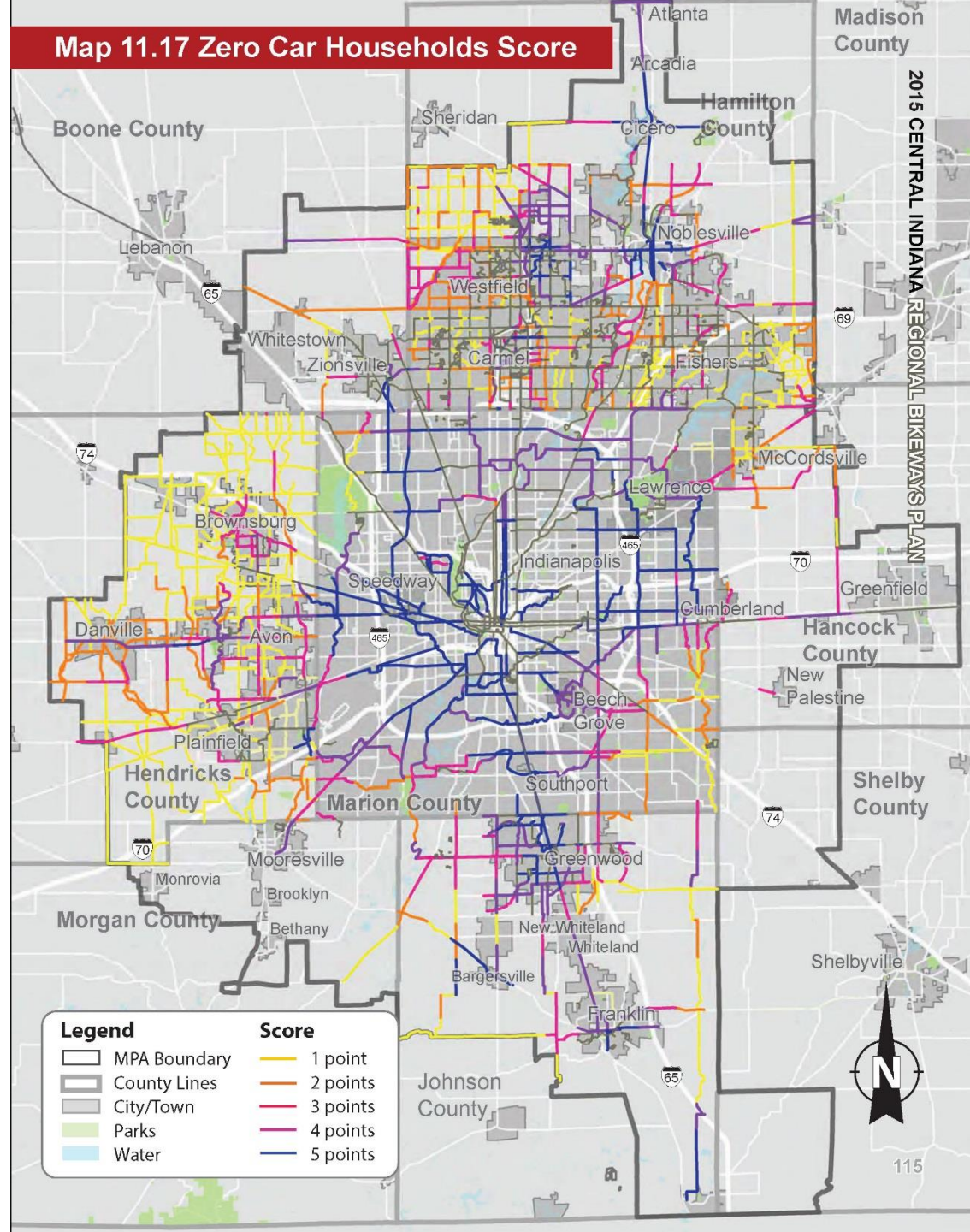
EQUITY

No Car 5 Points

Population with no working vehicle at home (by percentage) within one mile of proposed bikeway

Source:
Demographic Data

Map 11.17 Zero Car Households Score



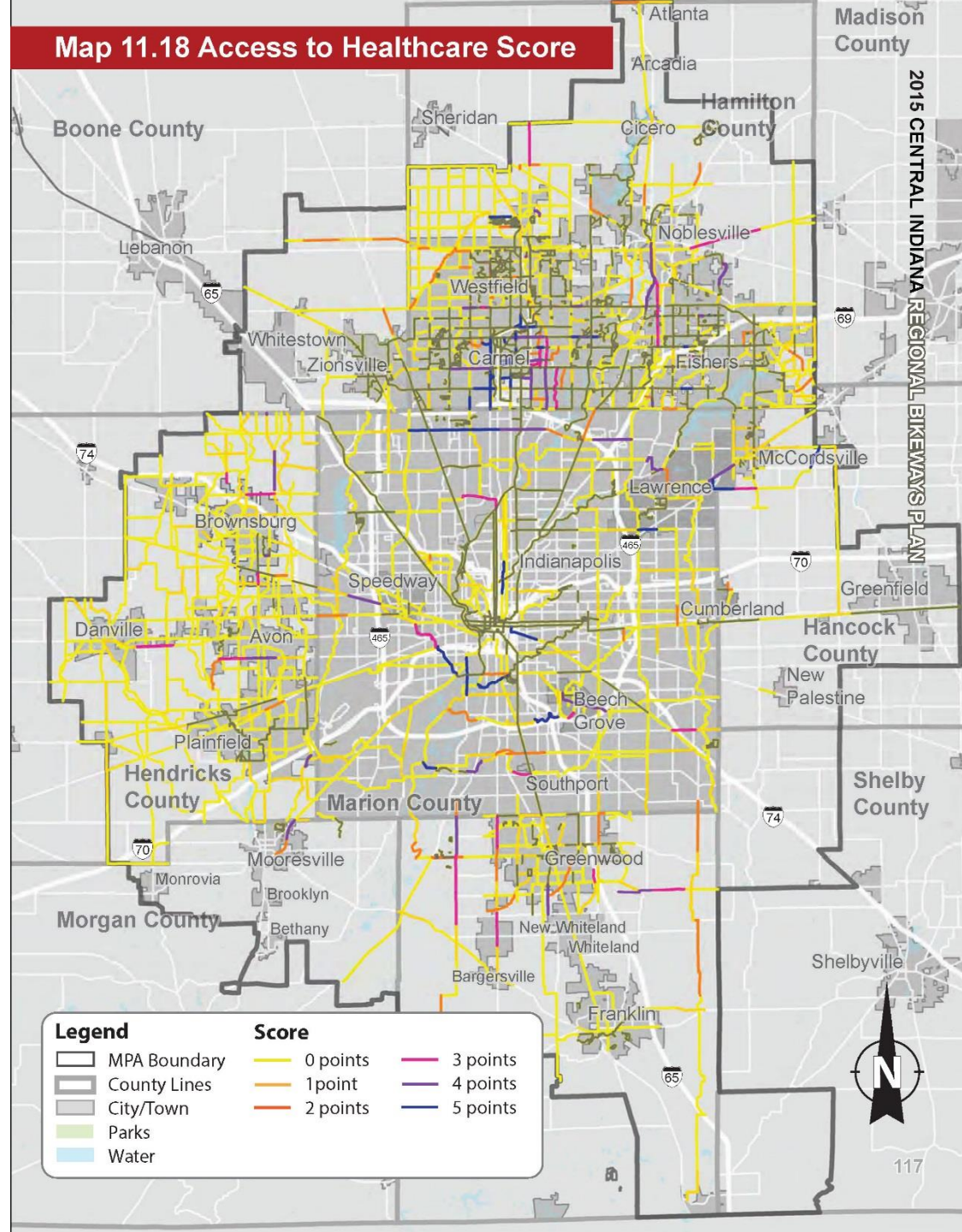
EQUITY

Healthcare 5 Points

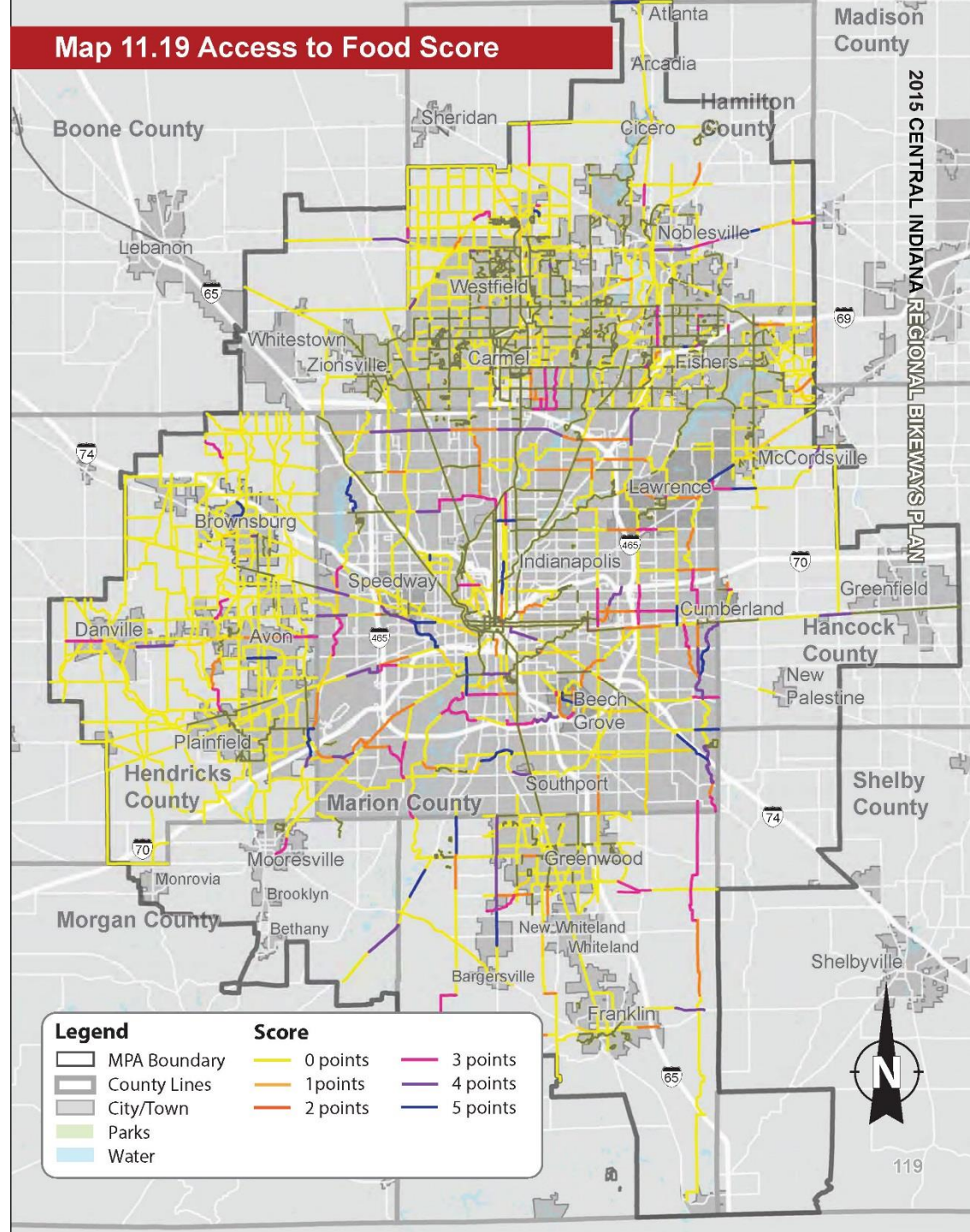
Healthcare facilities within one mile of proposed bikeway

Source:
SAVI Data

Map 11.18 Access to Healthcare Score



Source:
SAVI Data



Scoring System

Regionalism
33%

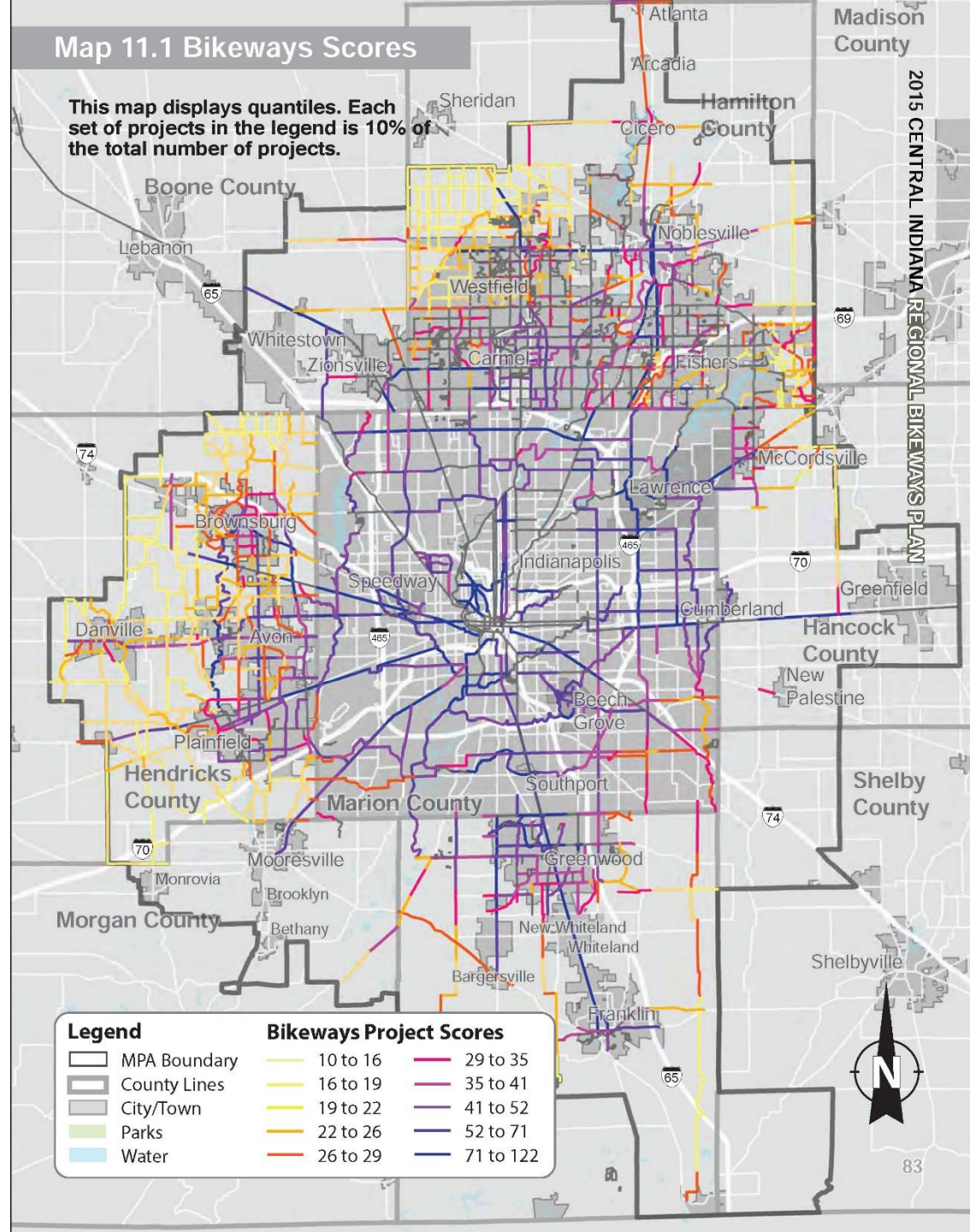
Economic
Opportunity
23%

Connectivity
27%

Equity
17%

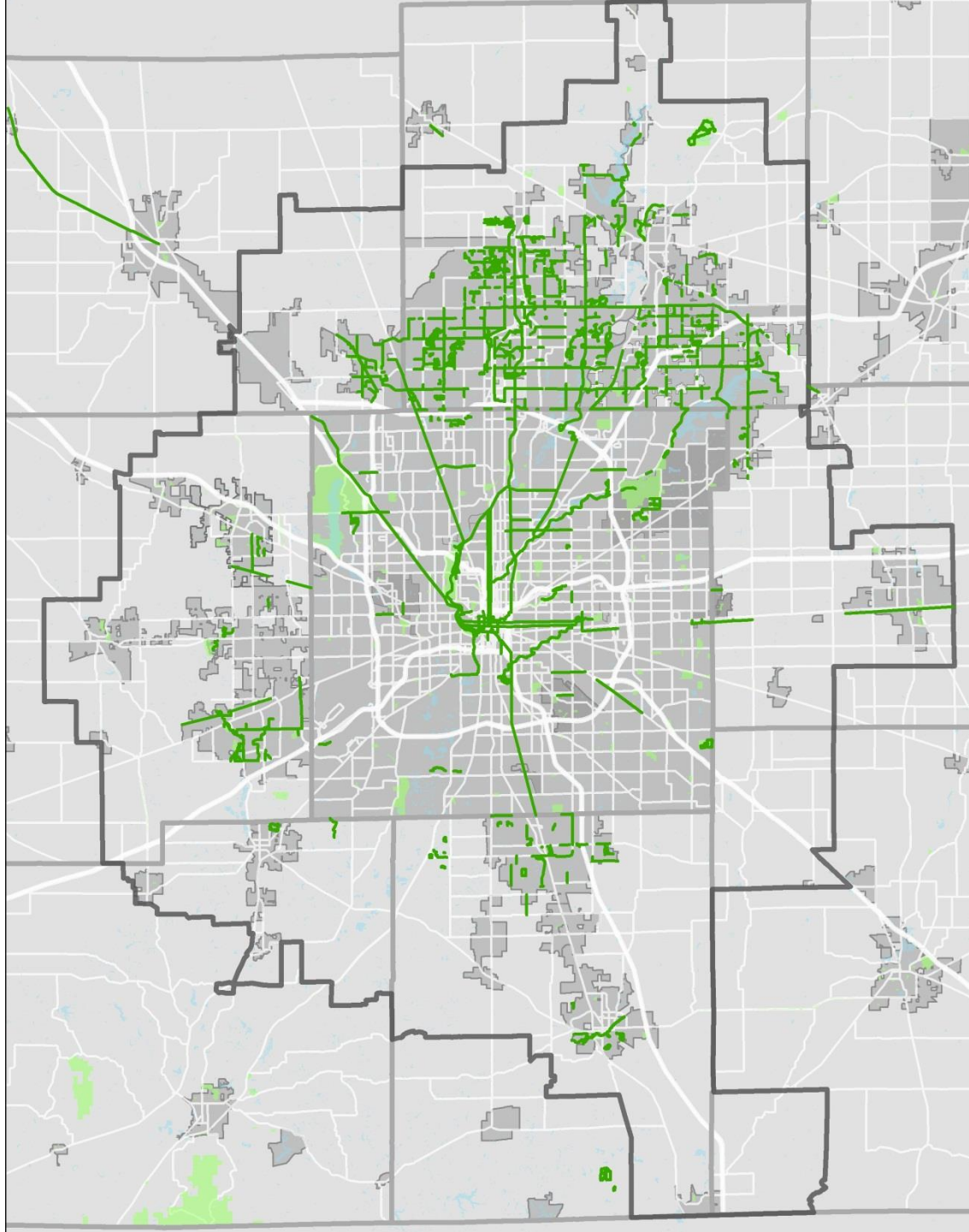
Map 11.1 Bikeways Scores

This map displays quantiles. Each set of projects in the legend is 10% of the total number of projects.



Existing Network

Open
Bikeways



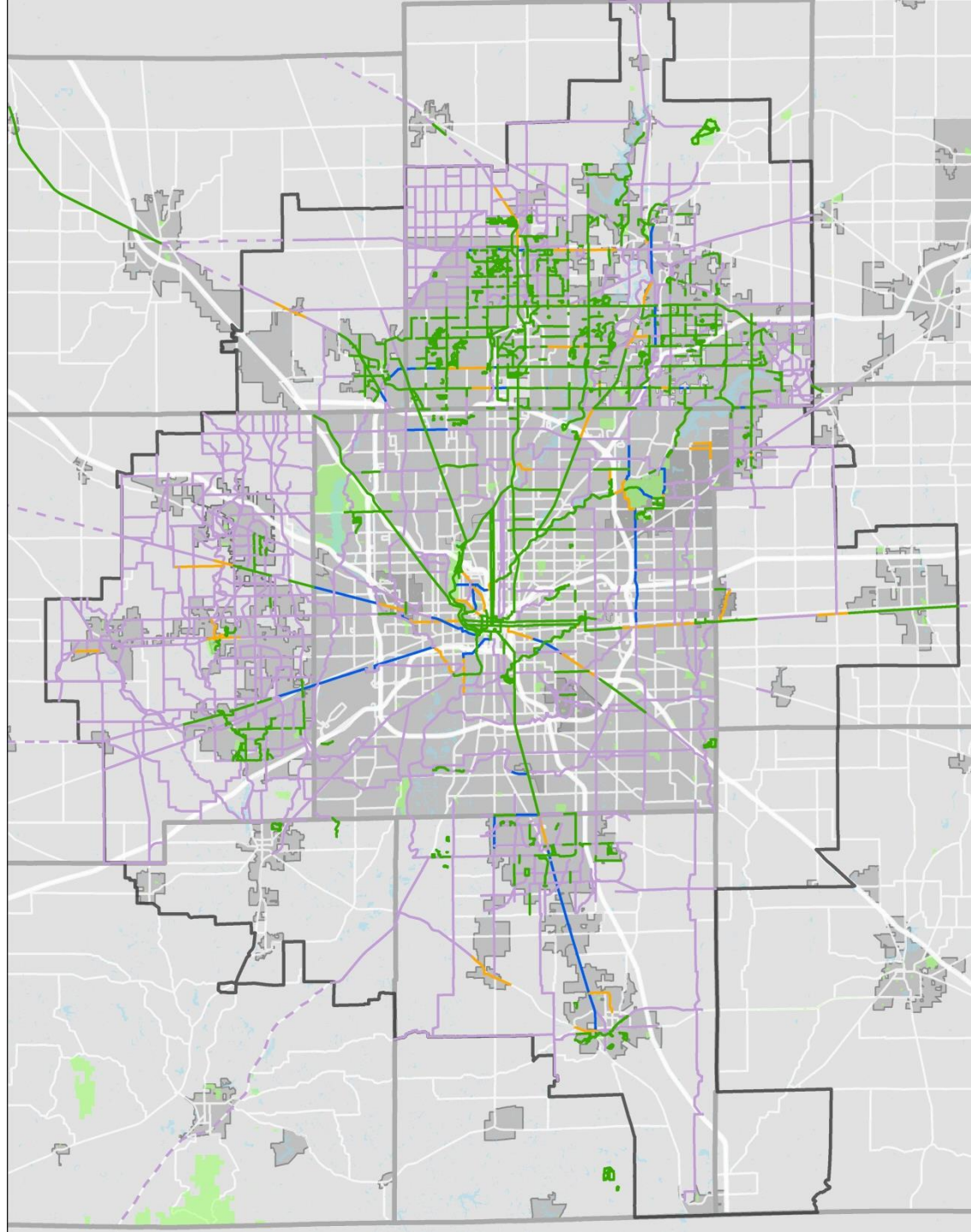
Plan Recommendations

Open
Bikeways

2016 to
2025

2026 to
2035

2035+

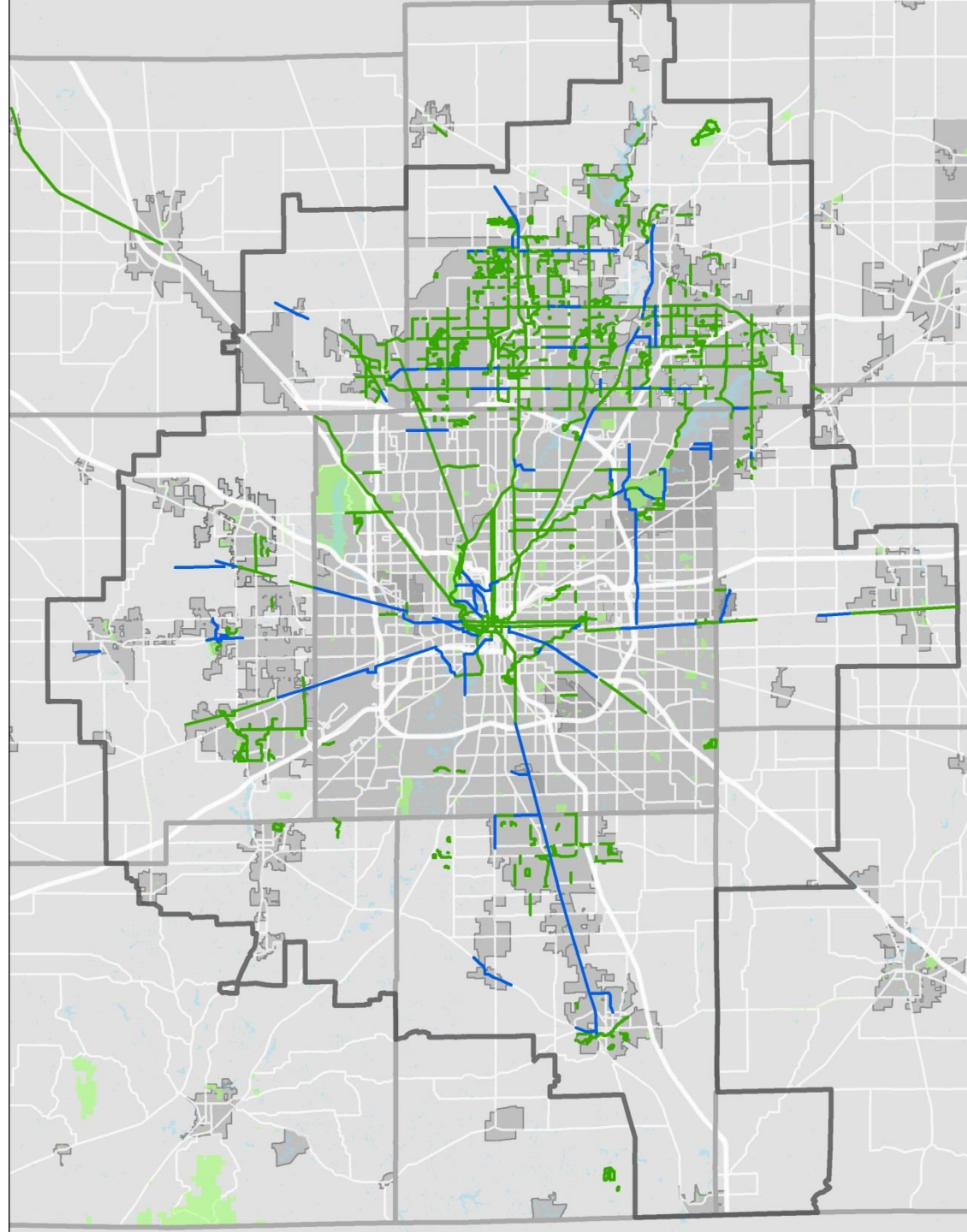


Plan Recommendations

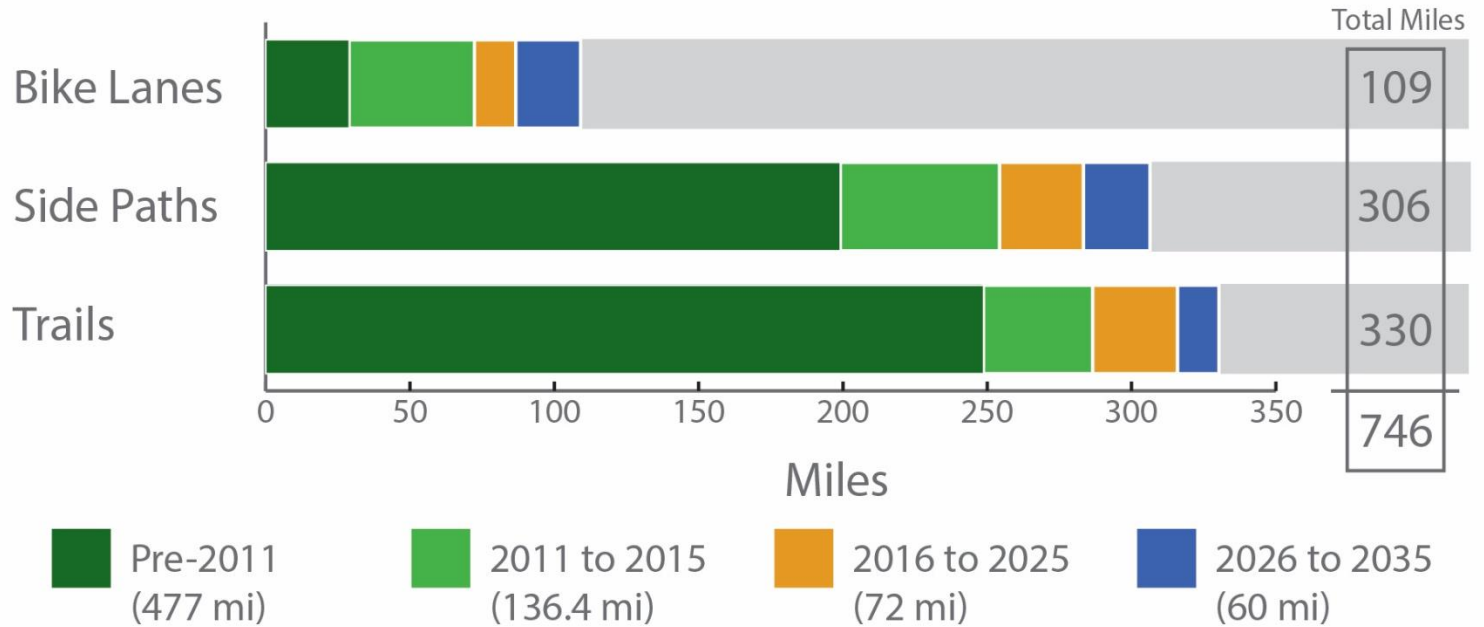


Open
Bikeways

Added
bikeways
by 2035



746 Miles of Bikeways by 2035



- Adopt goals to increasing cycling and safety
- Adopt cycling master plans
- Establish bike advisory committees
- Adopt Complete Streets policy
- Dedicate funding for bikeways
- Dedicate staff to bikeways programs
- Require bicycle parking
- Reduce car parking
- Adopt regionally consistent design guidelines
- Enforce bicycle and automobile laws
- Ensure bike-transit integration

- Procedure for Amending the Regional Bikeways Plan
- Procedure for applying the plan to the 2045 LRTP Update
- Procedure for applying the plan to future project applications for the MPO's Transportation Improvement Program
- Apply Bikeways Plan to other planning elements? (regional walkways, etc.)

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